APPENDIX F

SUPPORTING INFORMATION FOR TRANSPORTATION INFRASTRUCTURE



Calculation Package Cover Sheet

Name of Assembler: M. Smith

Date: January 20, 2005

Program/Project Designator:

Military Family Housing DCR & L Program, Eglin AFB/ Hurlburt Field, FL

F41624-03-D-8614-0043 DO-43-EIS

Calculation Description: Transportation study - DO-43-EIS

References:

- 1) Highway Capacity Manual and HCM2000 software, Transportation Research Board
- A Policy on Geometric Design of Highways and Streets 200, AASHTO
 Traffic and Highway Engineering 2nd Edition, Nicholas Garber and Lester Hoel
 Traffic Engineering, 2nd Edition, William McShane, Roger Roess, Elena Prassas
 Trip Generation, 6th Edition, Institute of Transportation Engineers

- 6) 2002 Florida Traffic Information FTI2002, Florida Department of Transportation

Assumptions:

- The project would be completed in 2014 and that analyses of traffic impacts would be conducted for 2014 and five years later in 2019
- Projected traffic on affected roadways would continue to grow at the same annual percentage rate as historically used in Florida DOT projections.
- Traffic analyses would be preformed on peak hour traffic flows for the expected PM peak traffic hours.
- · Trip generation for each housing development area would be determined by use of ITE Trip Generation methods, but that the number of trips would be modified by assumptions on the expected direction of trips from the Military Installations.

Report Organization:

- · Two page text summary of methods
- Exhibit A Peak Hour trip generation by alternative, and copies of relevant portions of Trip generation.
- Exhibit B Base Trip Generation Spreadsheets and backup and copies of base traffic count information from FL DOT.
- Exhibit C Base Trip Generation Spreadsheets and

HCM2000 modeling output.

Calcu	ılation By	Date	Checked By	Date
Michael J Smith	rel Smith	1/20/05	Jane h. Mutzking	1/20/05
Key Words:	Traffic Study, HCM	,		

Military Family Housing DCR & L Program, Eglin AFB/ Hurlburt Field, FL

CALCULATION PACKAGE FOR TRAFFIC STUDY

Project Description:

Approximately 2,690 units of existing military housing will be demolished and approximately 2,015 new housing units will be constructed associated with Eglin AFB and Hurlbert Field. Six possible alternative locations for the construction of the new housing units are being considered. Each alterative consists of new construction at one or more of the three proposed expansion sites:

- 1) The Poquito Bayou Expansion Area
- 2) The Eglin Main Base area including Capehart/Wherry Expansion Site and the Old Plew/New Plew Expansion Site.
- 3) The Camp Pinchot Expansion Site

In addition, there is proposed construction at the Soundside Manor location that is common to all alternatives. For each of the alternatives three possible densities of housing units were considered. The densities considered were three units per acre, four units per acre and six units per acre. Each density would have a different distribution of new housing units and a different expected effect on traffic.

The purpose of this traffic study is to determine the affect of the proposed development alternatives on the nearby roadways.

This traffic study follows the main steps listed below:

Step 1) Determine the expected base Peak Hour trips generated by each proposed development.

Using the methods contained in Trip Generation 6th Edition (reference # 4) the expected design peak hour trips were calculated for the peak PM weekday hour, the peak hour on a Saturday and the peak hour on a Sunday. After examining the results of this calculation, the peak PM weekday hour was selected as the most critical time. The expected trip generation is shown in the attached spreadsheets titled "Trip Generation Calculations, Military Housing Eglin AFB and Hurlbert Field" contained in Exhibit A. Exhibit A also contains copies of selected pages from reference # 4. Trip Generation 7th Edition is now available and was checked to determine if there were significant differences from Trip Generation 6th Edition. There were no significant changes noted from the 6th edition and the earlier calculation methods have been retained.

Step 2) Determine the existing traffic on the key roadway segments that will be affected by the proposed development. The source of this traffic information was 2002 Florida Traffic Information FTI2002 (reference # 5) published by the Florida Department of Transportation. This information is based on traffic count information from 2002 and is contained in Exhibit B.

Military Family Housing DCR & L Program, Eglin AFB/ Hurlburt Field, FL

Step 3) Project the growth of the 2002 traffic information from 2002 until the project completion year of 2014 (the horizon year) and 2019 (2019 is five years after the horizon year). This was done by using the projected growth contained in the 2002 Florida Traffic Information FTI2002 (reference # 5) where possible. If the 2002 Florida Traffic Information FTI2002 (reference # 5) did not contain projections for far enough into the future, growth was projected assuming the same percentage annual growth shown in reference # 5 continues into the future. Future traffic projections were developed for each Alternative in the Excel Spreadsheets contained in Exhibit C. The expected peak trips generated in Step one was then broken down into trip direction, based on additional information on the expected population of that area and the existing traffic pattern. The expected trips associated with the new development was added to the projected traffic on each roadway.

Some alternatives contain differing assumptions for the affected roads for the alternative, these assumptions were labeled scenarios. For example Alternative One, the construction of new units at the Poquito Bayou Expansion Area, has been analyzed for three densities for each of the three proposed traffic patterns. One scenario is assuming that all traffic would access the site from SR 189, a second scenario is assuming that all traffic would access the site from SR 85, and a third scenario is assuming that the traffic would be split between SR 85 and SR 189.

Step 4) Using the expected trip information from Step 3, the Level of Service (LOS) for the impacted roadways were modeled using the methods and software of the Highway Capacity Manual 2000 of the Transportation Research Board to determine the expected LOS on the roadway in 2014 and 2019 for both the Build and the No Build options. Selected summary outputs for each of these models are included in Exhibit C. Each model contains many factors, such as the Peak Hour Factor and % trucks, which were determined or calculated from the information provided in reference # 5. These calculations are not included in the package, but the results and other assumptions used are documented in the summary printouts included in Exhibit C.

Step 5) The results of this calculation package are summarized and discussed in the Transportation section of the Environmental Consequences of the EIS.



EXHIBIT A





Trip Generation Calculations Eglin AFB	iviiiitary r	Housing Eglin AFE	and num	Jen Fleia	
Peak Hour trip generation - Weekday one hour between 4 and 6 PM 64% entering, 36% exiting				Design Bos	le Marie
Ln(T)=0.901 Ln(X) + 0.527 - where T = # of trips and X = # of units.	Х		Υ	Design Pea	8 POUI
Lig(1)=0.307 $Lig(X) + 0.327$ - where $i=4$ of trips and $X=4$ of trips.	# of Units	Ln(T) =	T=	Entering	Exiting
SPREADSHEET FORMULAS		0.901*LN(X)+0.527		.64*Y	.36*Y
		, ,			
Alternative 1					
Poquito Bayou Expansion Alternative	4777	7 0070	4.40.4	047	F40
3 units per acre 4 units per acre	1775 1745	7.2679 7.2525	1434 1412	917 903	516 508
6 units per acre	1685	7.2210	1368	875	492
Alternative 2					
Eglin Main Base Alternative	l ha asimana a	ad athorough bo at Cal			
ASSUME that Hurlbert needs 315 units, and Soundside Manor units will Add Eglin to Hurlbert trips and the net reduction in units on Eglin Main E			H13.	!	
Hurlbert units on Eglin -	1	710,04.			
3 units per acre	225	5.4069	223	143	80
4 units per acre	195	5.2780	196	125	71
6 units per acre	135	4.9467	141	90	51
Alternative 3 and 4					***************************************
Camp Pinchot and Poquito Bayou					***************************************
Camp Pinchot			······		
3 units per acre	660	6.3765	588	376	212
4 units per acre	880	6.6357	762	488	274
6 units per acre	1320	7.0010	1098	703	395
Poquito Bayou					
3 units per acre	1115	6.8490	943	603	339
4 units per acre	865	6.6202	750	480	270
6 units per acre	365	5.8428	345	221	124
Alternative 5 and 6				ļ	
Camp Pinchot and Eglin Main Base alternative					
Camp Pinchot					
3 units per acre	660	6.3765	588	376	212
4 units per acre	880	6.6357	762	488	274
6 units per acre	1320	7.0010	1098	703	395
Eglin Main Base					***************************************
3 units per acre	1265	N/A*			
4 units per acre	1015	N/A*			
6 units per acre	515	N/A*			
Soundside Manor				ļ	
3 units per acre	30:	3.5915	36	23	13
4 units per acre	60		68	43	24
6 units per acre	120	4.8405	127	81	46
315 units	315	5.7101	302	193	109
Offseting Demolition	- -				,
Soundside Manor	60	4.2160	68	43	24
Pine Shadows	206	5.3274	206	132	74
Live Oak Terrace	100	4.6763	107	69	39
Camp Pinochot	4		6	4	2 56
Poquito Bayou Housing Capehart Housing	150 498		155 450	99 292	56 164
Capenart Housing Wherry Housing	498 625		456 560	292 358	764 201
When'y Housing Ben's Lake Housing	236		233	149	84
			31	20	11
Camp Rudder	25	3.46161	311	201	
Camp Rudder Old Plew New Plew	390 300	5.9025	366 289	234 185	132 104

^{*} There is an overall reduction in units at Eglin Main Base. There would be no expected increase in Trip Generation from the Main Base

Peak Hour trip generation Peak Hour on a Sunday				
53% entering, 47% exiting			ļ	
T=0.756 * (X) +23.815 - where T = # of trips and X = # of units.				
	# of Units		Entering	Exiting
SPREADSHEET FORMULAS	X	0.756*(X)+23.815	.53*Y	.47*Y
Alternative 1				
Poquito Bayou Expansion Alternative				
3 units per acre	1775	1366	724	642
4 units per acre	1745	1343	712	63
6 units per acre	1685	1298	688	610
Alternative 2				
Eglin Main Base Alternative				
3 units per acre	1925	1479	784	695
4 units per acre	1895	1456	772	685
6 units per acre	1835	1411	748	663
o umo per aute	1000	174 1	/40	00.
Alternative 3 and 4				
Camp Pinchot and Poquito Bayou				
Camp Pinchot				
3 units per acre	660	523	277	246
4 units per acre	880	689	365	324
6 units per acre	1320	1022	542	480
Poquito Bayou				
3 units per acre	1265	980	519	46
4 units per acre	1015	791	419	372
6 units per acre	515	413	219	194
Alternative 5 and 6				
Camp Pinchot				
3 units per acre	660	523	277	246
4 units per acre	880	689	365	324
6 units per acre	1320	1022	542	480
Pullu Main Pana				
Eglin Main Base	1265	N1/A*		
3 units per acre 4 units per acre	1015	N/A* N/A*		
6 units per acre	515	N/A*		
o unas per acre	313	11/73		
Soundside Manor				
3 units per acre	30	46	25	22
4 units per acre	60	69	37	33
6 units per acre	120	115	61	54
315 units	315	262	139	123
Offseting Demolition				
Soundside Manor	60	69	37	33
Pine Shadows	206	180	95	84
Live Oak Terrace	100	99	53	47
Camp Pinochot	4	27	14	1:
Poquito Bayou Housing	150	137	73	64
	498	400	212	188
Capehart Housing		400	263	233
Capehart Housing Wherry Housing	625	496		
Capehart Housing Wherry Housing Ben's Lake Housing	236	202	107	9
Capehart Housing Wherry Housing Ben's Lake Housing Camp Rudder	236 25	202 43	107 23	99 20
Capehart Housing Wherry Housing Ben's Lake Housing	236	202	107	9

TRIP GERERATION PER ITE METHODS				
Military Housing Eglin AFB and Hurlbert Field				
	1	1		r
Peak Hour trip generation Peak Hour on a Saturday 54% entering, 46% exiting				
$T=0.886^*(X) +11.065$ - where T = # of trips and X = # of units.				
7-0.000 (X) 7 : 1.000 - Wilele 1 - # 0: https and X - # 0: dilits.	# of Units	T= .	Entoring	Exiting
EDDEADQUEET FOOMULAC			Entering	
SPREADSHEET FORMULAS	Х	0.886*(X)+11.065	.54*Y	.46*Y
Alternative 1				
Poquito Bayou Expansion Alternative				
3 units per acre	1775	1584	855	729
4 units per acre	1745	<u></u>	841	716
6 units per acre	1685	1	812	692
Alternative 2				
Eglin Main Base Alternative				
3 units per acre	1925		927	790
4 units per acre	1895		913	777
6 units per acre	1835	1637	884	753
Alternative 3 and 4				
Camp Pinchot and Poquito Bayou				
Camp Pinchot		500		A-1
3 units per acre	660	596	322	274
4 units per acre	880 1320	791 1181	427 638	364 543
6 units per acre	1320	1181	036	543
Poquito Bayou				
3 units per acre	1265	1132	611	521
4 units per acre	1015		492	419
6 units per acre	515		252	215
Alternative 5 and 6				
Camp Pinchot and Eglin Main Base				
3 units per acre	660	596	322	274
4 units per acre	880	791	427	364
6 units per acre	1320	1181	638	543
3 units per acre	-784	N/A*		
4 units per acre	-1034	N/A*		
6 units per acre	-1534	N/A*		
All Alternatives				
Soundside Manor				
3 units per acre	30	38	20	17
4 units per acre	60	64	35	30
6 units per acre	120	117	63	
	*=~			V-1
315 units	315	290	157	133
Offseting Demolition				
Soundside Manor	60	64	35	30
Pine Shadows	206	194	105	89
Live Oak Terrace	100	100	54	46
Camp Pinochot	4	15	8	
Poquito Bayou Housing	150	144	78	66
Capehart Housing	498	452	244	
Wherry Housing	625	565	305	260
Ben's Lake Housing	236	220	119	
Camp Rudder	25		18	
Old Piew	390	357	193	
New Plew	300	277	150	127
			L	

Land Use: 210 Single-Family Detached Housing

Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Additional Data

The peak hour of the generator typically coincides with the peak hour of the adjacent street traffic.

The sites were surveyed from the late 1960s to the mid-1990s throughout the United States and Canada.

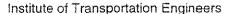
The number of vehicles and the number of residents have a high correlation with average weekday vehicle trip ends. The use of these variables is limited, however, because the number of vehicles and residents is often difficult to obtain or predict. The number of dwelling units is generally used as the independent variable of choice because it is usually readily available, easy to project, and has a high correlation with average weekday vehicle trip ends.

This land use includes data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there is a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units have the highest trip generation rate per dwelling unit of all residential uses, because they are the largest units in size and have more residents and more vehicles per unit than other residential land uses; they are generally located farther away from shopping centers, employment areas, and other trip attractors than are other residential land uses; and they generally have fewer alternate modes of transportation available, because they are typically not as concentrated as other residential land uses.

Source Numbers

1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 26, 34, 35, 36, 38, 40, 71, 72, 84, 91, 98, 100, 105, 108, 110, 114, 117, 119, 157, 167, 177, 187, 192, 207, 211, 246, 275, 283, 293, 300, 319, 320, 357, 384, 435



Single-Family Detached Housing

(210)

Average Vehicle Trip Ends vs: **Dwelling Units**

> On a: Weekday,

> > Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Number of Studies:

294

Avg. Number of Dwelling Units:

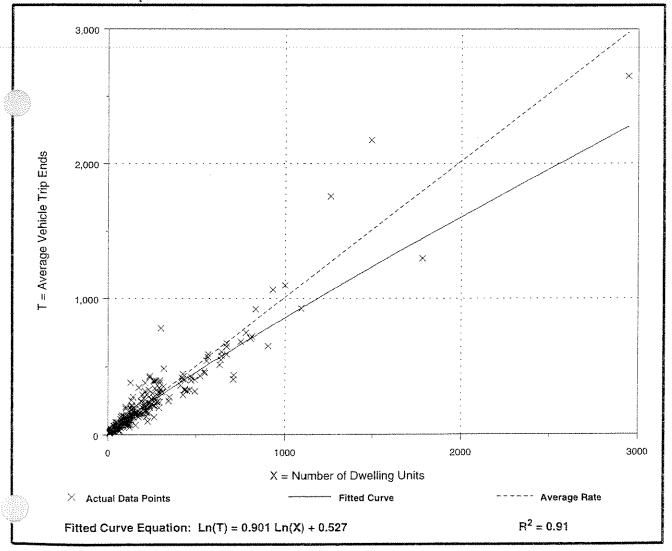
216

Directional Distribution: 64% entering, 36% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.01	0.42 - 2.98	1.05

Data Plot and Equation



Single-Family Detached Housing

(210)

Average Vehicle Trip Ends vs: Dwelling Units

Sunday, On a:

Peak Hour of Generator

Number of Studies: 50

Avg. Number of Dwelling Units:

221

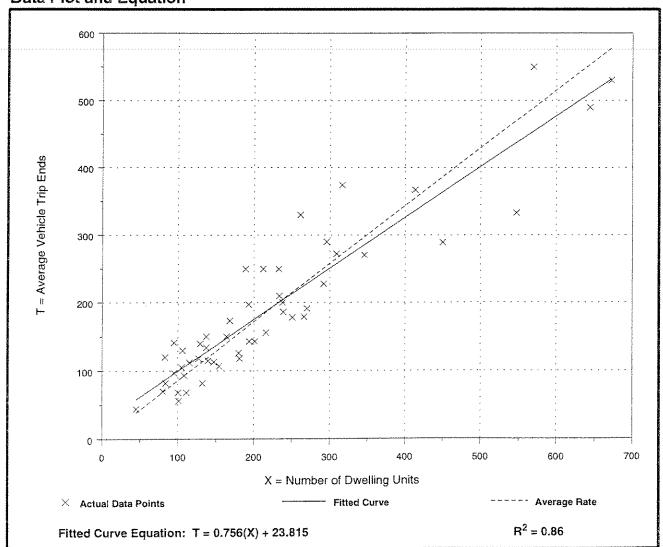
Directional Distribution:

53% entering, 47% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.86	0.55 - 1.48	0.95

Data Plot and Equation



Single-Family Detached Housing

(210)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Saturday,

Peak Hour of Generator

Number of Studies:

51

Avg. Number of Dwelling Units:

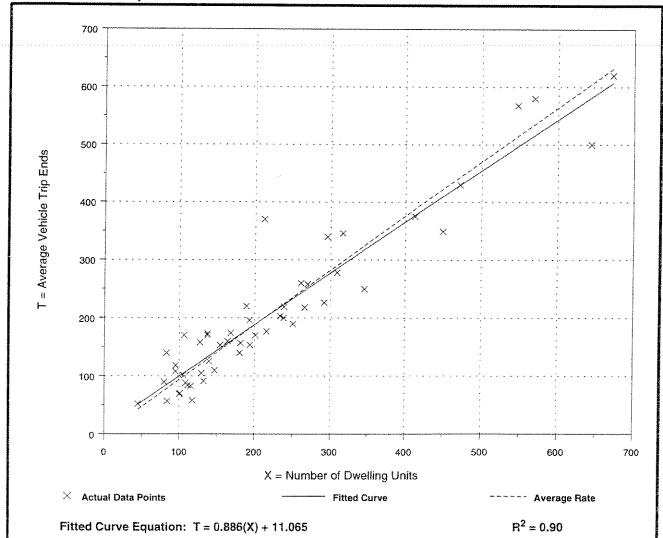
224

Directional Distribution: 54% entering, 46% exiting

Trip Generation per Dwelling Unit

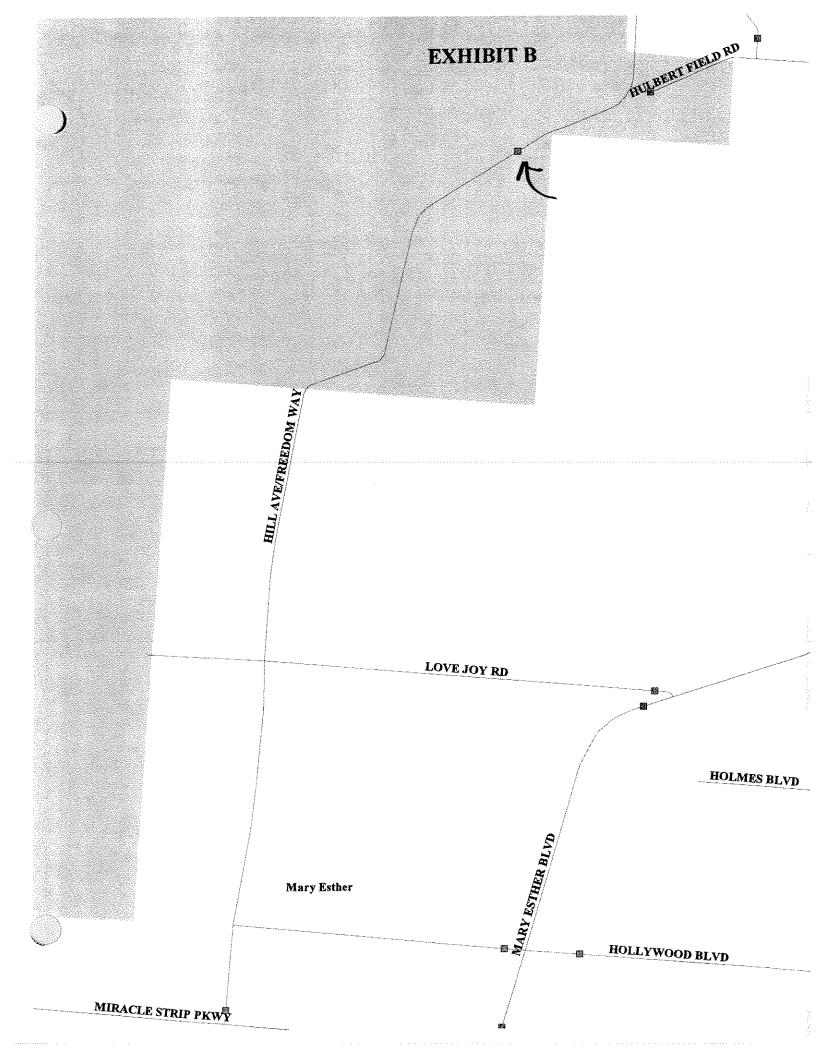
Average Rate	Rang	e of	Rates	Standard Deviation
0.94	0.50	_	1.75	0.99

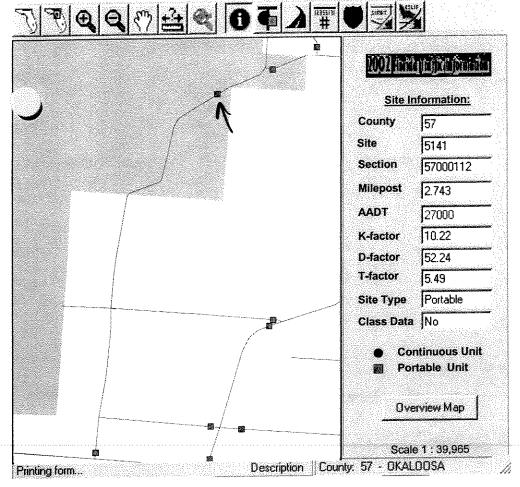
Data Plot and Equation













Page

Florida F then of Transportation
Trans tion Statistics Office
Annual Average Daily Traffic Report

County 57 -- OKALOOSA

Print Date: April 7004

Site

SITE Type Description

5141 P MARTIN L. KING BLVD. .1 MI. SW OF HULBERT FIELD RD

TFIELD RD Direction 1 Direction 2 Two-Way 14,000 N 13,000.00 S 27,000.00 C

5.49 F

"D" Factor 52.24 F

"K" Factor 10.22 F

"T" Factor

AADT

Site type: T = T elemetered; P = P or table

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fetr Catg; D = Dist/Functional Class; S = State-wide Default; W = One-Way Road

"T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

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Page

COUNTY: 57

COUNTY CODE: 57

F

E DESCRIPTION

MARTIN L. KING BLVD. .1 MI. SW OF HULBERT FIELD RD

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

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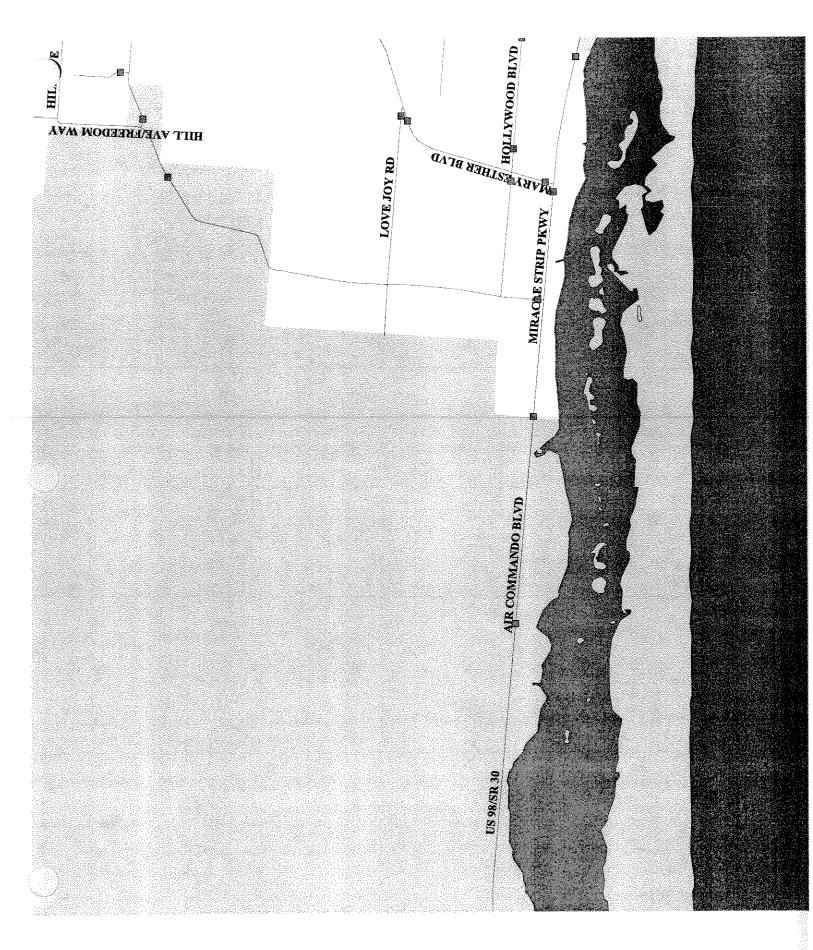
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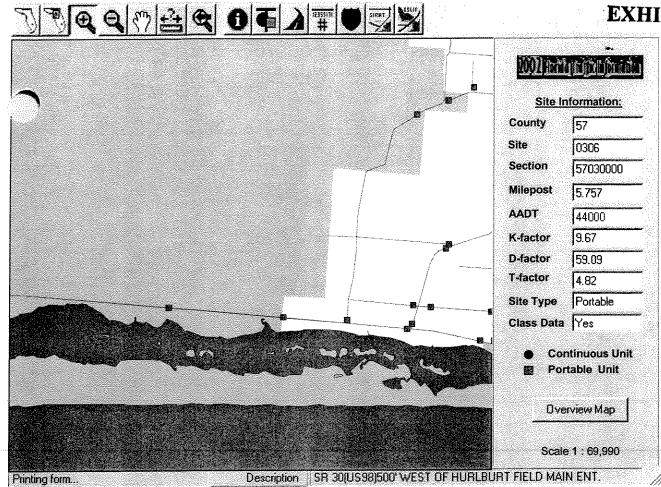
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Direction: S
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1630 1162
1630 1162

Hour Volume 0700 2120 1630 2665 1630 2665

Combined Directions





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County: 57 Station: 0306 Desciption: SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT. Start Date: 06/19/2002

Start	Date: Time:	06/19/2002 1100	2002								
Time	1st	Dir 2nd	rection: 3rd	4th	Total	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Dir.	Direction: 2nd 3rd	w 4th	Total	Combined
00000 0200 0300 0300 0400 0500 0600 0800 11000 11000 11000 11000 11000 11000 11000	38.0 23.0 22.0 23.0 28.0 28.0 91.0 572.0 684.0 684.0 517.0 517.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0 345.0	28.0 25.0 25.0 25.0 25.0 25.0 25.0 25.0 38.0 382	32.0 113.0 125.0 250.0 728.0 728.0 728.0 728.0 348.0 348.0 348.0 377.0 365.0 376.0 203.0 129.0	30.0 16.0 16.0 27.0 27.0 369.0 761.0 761.0 761.0 380.0 330.0 330.0 330.0 330.0 178.0 1131.0 1131.0	138.0 89.0 208.0 28.42.0 28.42.0 1943.0 11357.0 11357.0 11350.0 11239.0 11239.0 11239.0 11239.0 11239.0 11239.0	99.0 221.0 221.0 222.0 225.0 225.0 226.0 3339.0 337.0 467.0 467.0 467.0 327.0 327.0 327.0	82.0 83.0 22.0 22.0 27.0 27.0 27.0 27.0 31.0 27.0 31.0 27.0 31.0 385.0 385.0 385.0 385.0 385.0 385.0 385.0 385.0 385.0	52.0 28.0 28.0 28.0 28.0 28.0 272.0 38.0 38.0 38.0 38.0 38.0 38.0 56.0 56.0 56.0 56.0 56.0 56.0 56.0 56	45.0 28.0 21.0 21.0 22.0 23.0 23.0 23.0 33.0 33.0 40.0 664.0 342.0 372.0 127.0	0 278.0 0 119.0 0 119.0 0 119.0 0 1218.0 0 1218.0 0 1218.0 0 1578.0 0 1578.0 0 2731.0 0 2731.0 0 2120.0 0 2120.0 0 2780.0 0 2780.0 0 2780.0 0 2780.0	264.0 190.0 172.0 310.0 172.0 310.0 310.0 310.0 25591.0 2575.0 2881.0 2881.0 2775.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0 3802.0
24-Hour	ur Totals	1s:			25092					25228	50320

Directions	Volume	3970	3970	5.00
Combined	Hour 0700	1700	1700	
Information tion: W	Volume 1418	2731	2731	5.00
Peak Volume Information Direction: W				
on: E	Hour Volume	1459	2881	5.00
Directi	Hour 0630	1200	0630	Truck Percentage
	Σ	2	Daily	Truck

Page

Florida D ment of Transportation Transc ton Statistics Office Annual Average Daily Traffic Report

- OKALOOSA 5 County

Print Date: April 304

Site

SITE Type Description

SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT. <u>a</u> 0306

u.Lu	Factor	4.82 A
"D"	Factor	
"K"	Factor	9.67 F
AADT	Two-Way	-
	Direction 2	22,000.00 W 4
	1	22,000 E

Site type: T = Telemetered; P = Portable

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class, S = State-wide Default; W = One-Way Road

"I" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

AADT FORECAST

EXHIBIT B

COUNTY: 57

COUNTY CODE: 57

E DESCRIPTION

u306 SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT.

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

45,000 46,000 47,000 48,000 49,000 50,000 50,000 51,000



Florida Department of Transportation Transportation Statistics Office

Annual Vehicle Classification Report Count Year 2002

OKALOOSA County: 57 -

Co Sec Sub: **0306** 57030000

MilePost: 5.76

AADT 44,000

Description:

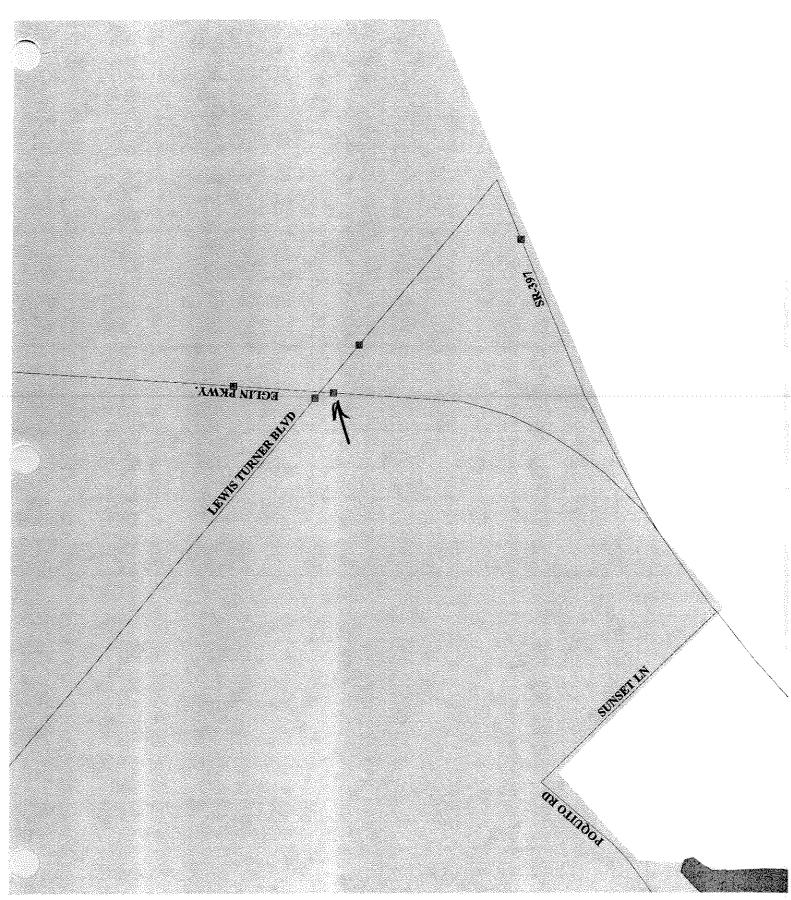
SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT.

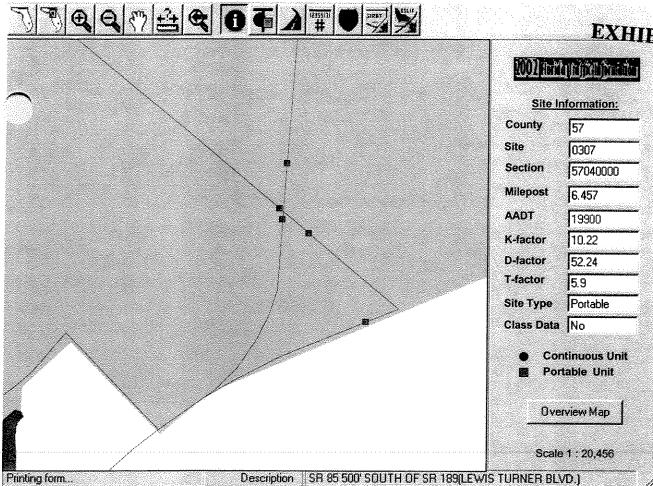
Func. Class:	14	-	Urban Other Principal Arterial
--------------	----	---	--------------------------------

		- Urban Other Principal Arterial - PORTABLE	Duration(In Days): 1	Annual A Volume	verage Daily Percentage
Class	01	MOTORCYCLES		158	0
Class	02	CARS		32,124	73
Class	03	PICK-UPS AND VANS		9,596	22
Class	04	BUSES		44	0
Class	05	2-AXLE, SINGLE UNIT TRUCKS		1,456	3
Class	06	3-AXLE, SINGLE UNIT TRUCKS		207	0
Class	07	4-AXLE, SINGLE UNIT TRUCKS		0	0
Class	08	2-AXL TRCTR W/ 1 OR 2-AXL TRLF	R, 3-AXL TRCTR W/ 1-A	119	0
Class	09	3-AXLE TRACTOR W/ 2-AXLE TRL	R	277	1
5	10	3-AXLE TRACTOR W/ 3-AXLE TRL	R	4	0
(Class	11	5-AXLE MULTI-TRLR		4	0
Class	12	6-AXLE MULTI-TRLR		0	0
Class	13	ANY 7 OR MORE AXLE		4	0
Class	14	NOT USED		0	0
Class	15	OTHER		0	0
				44,000	100

Summary	Daily	Statistics
Annual V	L au v	JULIOUS

Dai	ly		Design I	lot	ur
24T&B	277	4.82	DHT	=	2.41
24T	=	4.71			
24H		1.40	DH3	****	0.70
24M	==	3.42	DH2	==	1.71





Combined Directions Hour Volume 0700 2036 1645 1747 0700 2036

Peak Volume Information
Direction: S
Hour Volume
0700 1194
1515 772
0700 1194

Direction: N 40ur Volume 5700 842 1645 1084 1645 1084

Hour 0700 1645 1645

A.M. P.M. Daily

	Combined Total	139.0 58.0 72.0 147.0 1426.0 1050.0 1069.0 1051.0 1134.0 1134.0 1134.0 1134.0 1134.0 1134.0 11574.0 1077.0 270.0 270.0 2711.0 2711.0 2711.0	20209	
	Total	51.0 16.0 1194.0 1194.0 586.0 509.0 509.0 509.0 509.0 609.0 609.0 609.0 609.0 609.0 609.0 609.0 609.0 609.0 609.0 609.0	9516.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
z	s 4th	11.0 11.0 5.0 5.0 11		
8/U3U/-2UU2Ub24.SYN RNER BLVD.)	Direction: 2nd 3rd	18.0 11.0 12.0 12.0 12.0 12.0 12.0 12.0 12		1 1 1 1 1 1
307 - 2002 R BLVD.)	Dir.e 2nd	12.0 12.0 12.0 12.0 12.0 12.0 13.0 133.0 133.0 133.0 133.0 133.0 133.0 134.0 106.0 106.0 106.0 106.0 106.0		
`` ₽	1st	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		1 1 1 1 1 1 1 1
SR 189(LEWIS	Total	88.0 440.0 842.0 842.0 842.0 842.0 842.0 842.0 553.0 553.0 573.0 574.0 870.0 870.0 870.0 870.0 870.0 870.0 870.0	10693	
90	N 4th	15.0 15.0 16.0 16.0 16.0 167.0 144.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0 175.0	1 1 1 1 1 1	1
500' sоитн 2002	Direction: 2nd 3rd	17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0	1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
57 0307 SR 85 50 06/24/20	Dire 2nd	28.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12		1 1 1
	1st	28.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0 1	r Total	
County: Station: Desciption: Start Date: Start Time:	Time	0000 0100 0200 0300 0400 0500 11000 1200 1500 1500 1500 1500 1	24-Hour	1 1 1 1 1

570307-20020624.SYN

Page 1

Page

Florida D Transportation
Transi ion Statistics Office
Transi Av. age Daily Traffic Report

- OKALOOSA S County

Print Date: Febru 1, 2004

Site

SITE Type Description

P SR 85 500' SOUTH OF SR 189(LEWIS TURNER BLVD.) 0307

"L"	Factor	5.90 F
"D"	Factor	52.24 F
"K"	Factor	10.22 F
AADT	2 Two-Way	19,900.00 C
	Ē	9,400.00 S
	Direction 1	10,500 N

Site type: T = Telemetered; P = Portable

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; S = State-wide Default; W = One-Way Road

"I" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

AADT FORECAST

EXHIBIT B

COUNTY: 57

COUNTY CODE: 57

E DESCRIPTION

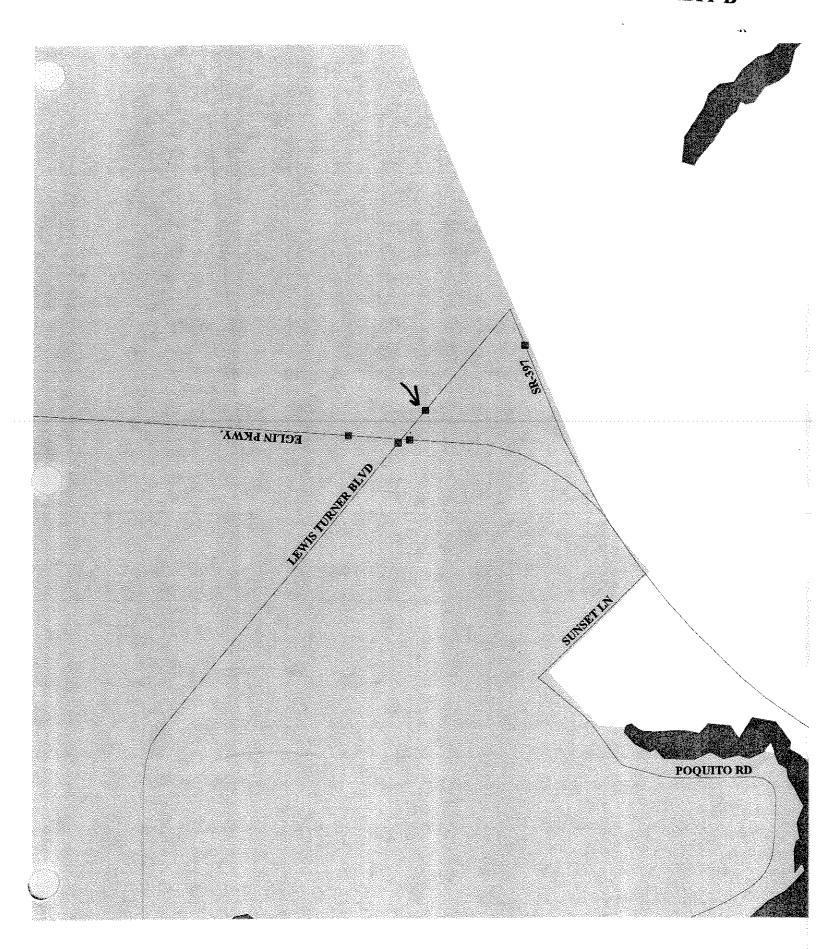
0307 SR 85 500' SOUTH OF SR 189(LEWIS TURNER BLVD.)

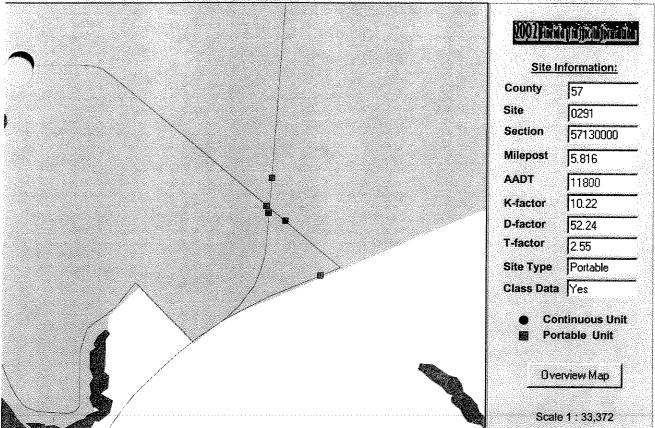
<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

20,000 21,000 21,000 21,000 22,000









Description | SR 189 (LEWIS TURNER BLVD.) 300'SOUTHEAST OF SR 85

Printing form...

Florida De Transportation Transportation Transportation Statistics Office Annual Ave. age Daily Traffic Report

- OKALOOSA

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Print Date: Februa 2004

County

SITE Type Description Site

SR 189 (LEWIS TURNER BLVD.) 300'SOUTHEAST OF SR 85

۵,

0291

#L	Factor	2.55 A
"O"	Factor	52.24 F
"K"	Factor	10.22 F
AADT	Direction 2 Two-Way	0.00 S 11,800.00 C
	(I	5,900 N 5,90

Site type: T = Telemetered; P = Portable

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class, S = State-wide Default; W = One-Way Road

"I" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

AADT FORECAST

EXHIBIT B

COUNTY: 57

COUNTY CODE: 57

DESCRIPTION

0291 SR 189 (LEWIS TURNER BLVD.) 300'SOUTHEAST OF SR 85

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000



Print Date: February 13, 2004

Florida Department of Transportation Transportation Statistics Office **Annual Vehicle Classification Report** Count Year 2002

EXHIBIT B

County: 57 -**OKALOOSA**

Co Sec Sub:

MilePost: 5.82

Description: **AADT** 11,800

SR 189 (LEWIS TURNER BLVD.) 300'SOUTHEAST OF SR 85

Func. Class: 16

022 57130000

Urban Minor Arterial

				Annual A	Average Daily
Survey	Type: P	PORTABLE	Duration(In Days): 1	Volume	Percentage
Class	01	MOTORCYCLES		52	0
Class	02	CARS		9,547	81
Class	03	PICK-UPS AND VANS		1,900	16
Class	04	BUSES		0	0
Class	05	2-AXLE, SINGLE UNIT TR	UCKS	241	2
Class	06	3-AXLE, SINGLE UNIT TR	UCKS	25	0
Class	07	4-AXLE, SINGLE UNIT TR	UCKS	0	0
Class	08	2-AXL TRCTR W/ 1 OR 2-A	XL TRLR, 3-AXL TRCTR W/ 1-A	11	0
Class	09	3-AXLE TRACTOR W/ 2-AX	XLE TRLR	21	0
<i>C</i>	10	3-AXLE TRACTOR W/ 3-AX	KLE TRLR	4	0
Class	11	5-AXLE MULTI-TRLR		0	0
Class	12	6-AXLE MULTI-TRLR		0	0
Class	13	ANY 7 OR MORE AXLE		0	0
Class	14	NOT USED		0	0
Class	15	OTHER		0	0
				11,800	100

Summary Daily Statistics

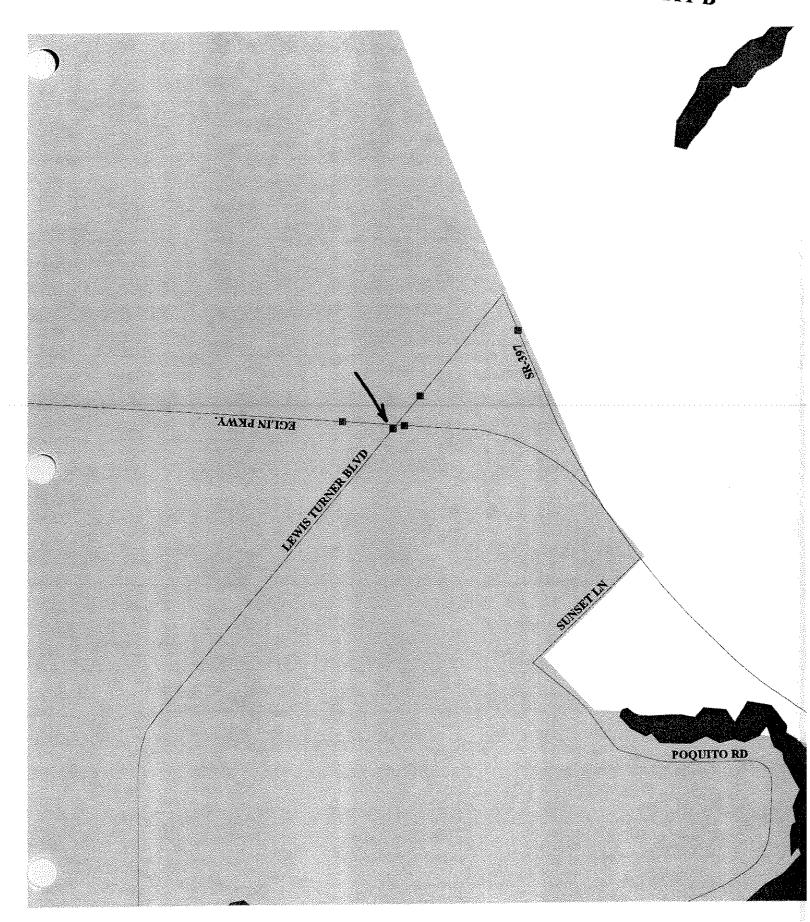
Dai	ly		Design	Ho	ur
24T&B	===	2.55	DHT	==	1.27
24T		2.55			
24H	***	0.51	DH3	***	0.26
24M		2.04	DH2	***	1.02

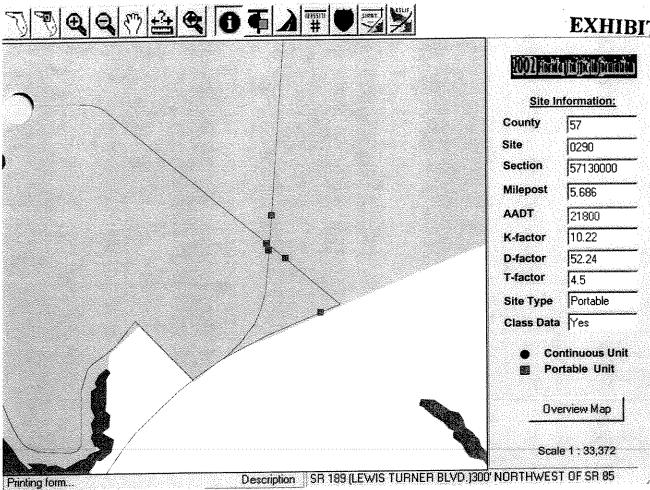
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57 0291 SR 189 (LEWIS TURNER BLVD.) 300'SOUTHEAST OF SR 85 06/19/2002 County: Station: Desciption: Start Date:

	Combine	78.0 22.0 22.0 22.0 22.0 28.0 28.0 65.9 65.9 67.9 719.0 719.	11732
	Total	21.00 116.00 121.00 122.00 202.00 86.00 326.00 125.00 65.00	5873.0
	S 4th	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	
	rection: 3rd	5.0 5.0 5.0 1.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	
	2nd	9.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 4.0 107.0 107.0 113.0 133.0 133.0 133.0 133.0 133.0 133.0 133.0	
	1st	18.0 18.0 19.0 19.0 19.0 22.0 106.0 106.0 115.0 115.0 115.0 115.0 115.0 115.0 115.0 127.0 1	
	Total	286.0 200.0 12.0 60.0	5859.0
	N 4th	7.0 20.0 20.0 20.0 20.0 245.0 106.0 84.0 88.0 70.0 70.0 70.0 30.0 30.0 10.0	
2002	rection: 3rd	6.0 1.0 7.0 1.0 6.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	
06/19/2(1300	Dire 2nd	80.0 17.0 17.0 17.0 194.0 194.0 195.0 196.0 196.0 196.0	S:
Date: Time:	1st	15.0 3.0 2.0 0.0 0.0 155.0 199.0 70	ır Totals
Start	Time	0000 0200 0300 0300 0300 0400 0500 0500 1100 1100 1100 1100 11	24-Hour

TION!	24-HOUT OCA S.	1 1 1 1 1 1 1 1 1 1	0.8000	# # # # # # # # # # # # # # # # # # # #	00	70/77 0.0/0
		•	Peak Volume information	Information	•	
	Directi	N : noi	Direct	rion: s	Combined D	rections
	Hour	Volume	Hour	volume	Hour	Volume
×	0615	970	1045	473	0615	626
Σ.	1215	368	1530	906	1530	1218
Daily	0615	0615 970	1530	906	1530	1530 1218
ruck Pe	Truck Percentage	2.00		3.00		3.00





Page

Florida D ment of Transportation Transc Jobs Annual Average Daily Traffic Report

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Print Date: Febru 7, 2004

OKALOOSA i

County

Site

SR 189 (LEWIS TURNER BLVD.)300' NORTHWEST OF SR 85 Type Description SITE 050

"L"	Factor	4.50 A
"D"	Factor	
	Factor	10.22 F
AADT	Direction 2 Two-Way	16,000.00 S 21,800.00 C
	Direction 1	5,800 N

Site type: T = Telemetered; P = Portable

AADT Flags. C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class, S = State-wide Default; W = One-Way Road

T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

COUNTY: 57

COUNTY CODE: 57

E D

E DESCRIPTION

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

0290 SR 189 (LEWIS TURNER BLVD.)300' NORTHWEST OF SR 85

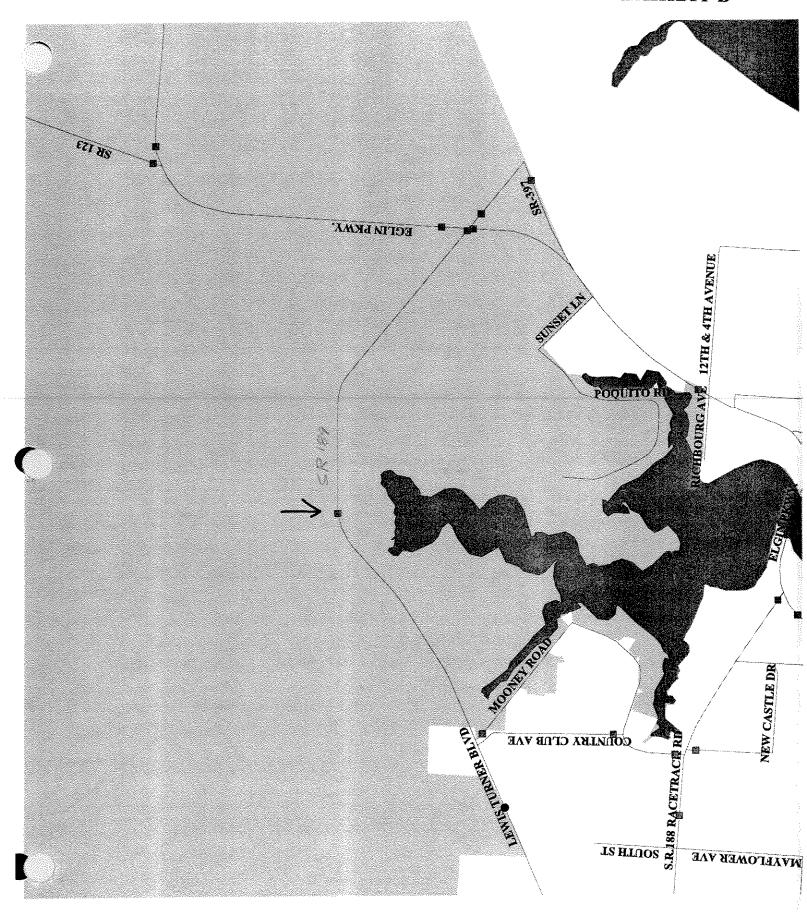
21,000 21,000 21,000 21,000 21,000 21,000 21,000 21,000

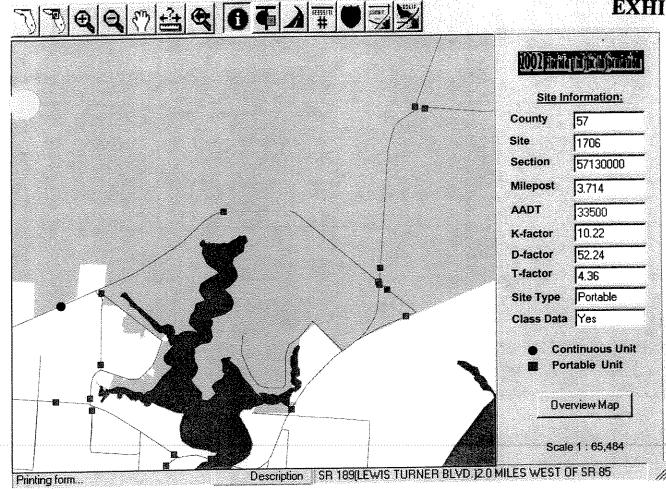
570290-20020619.SYN

57 0290 SR 189 (LEWIS TURNER BLVD.)300' NORTHWEST OF SR 85 06/19/2002 1200 County: Station: Desciption: Start Date: Start Time:

AND THE		 Dir	ection:	N			Dire	ection:	s		
Combine Time Total	ed 1st		3rd		Total		2nd	3rd	4th	Total	
0000	11.0	11.0	4.0	4.0	30.0	33.0	38.0	27.0	25.0	123.0	
153.0 0100	8.0	3.0	6.0	4.0	21.0	13.0	24.0	10.0	15.0	62.0	
83.0 0200	2.0	4.0	3.0	1.0	10.0	19.0	12.0	7.0	16.0	54.0	
64.0 0300	3.0	4.0	1.0	3.0	11.0	8.0	15.0	18.0	22.0	63.0	
74.0 0400	8.0	3.0	5.0	4.0	20.0	23.0	28.0	36.0	38.0	125.0	
145.0 0500	21.0	30.0	25.0	41.0	117.0	38.0	61.0	101.0	127.0	327.0	
444.0 0600	49.0	30.0	42.0	49.0	170.0	213.0	329.0	403.0	286.0	1231.0	
1401.0	41.0	45.0	56.0	47.0	189.0	317.0	341.0	314.0	210.0	1182.0	
1371.0 0800	56.0	53.0	54.0	60.0	223.0	211.0	196.0	215.0	230.0	852.0	
1075.0 0900	53.0	83.0	67.0	55.0	258.0	182.0	212.0	186.0	180.0	760.0	
1018.0 1000	77.0	52.0	91.0	101.0	321.0	181.0	174.0	207.0	208.0	770.0	
1091.0 1100	120.0	91.0	103.0	91.0	405.0	176.0	190.0	253.0	247.0	866.0	
1271.0 1200	96.0	107.0	82.0	80.0	365.0	234.0	258.0	247.0	255.0	994.0	
1359.0 1300	89.0	93.0	94.0	92.0	368.0	248.0	262.0	262.0	232.0	1004.0	
1372.0 1400	93.0	86.0	105.0	90.0	374.0	274.0	240.0	293.0	252.0	1059.0	
1433.0 1500	143.0	136.0	196.0	167.0	642.0	250.0	317.0	312.0	308.0	1187.0	
1829.0 1600	226.0	201.0	167.0	179.0	773.0	219.0	118.0	108.0	126.0	571.0	
1344.0 1700	161.0	144.0	126.0	90.0	521.0	409.0	373.0	336.0	270.0	1388.0	
1909.0 1800	106.0	73.0	82.0	51.0	312.0	267.0	244.0	174.0	169.0	854.0	
1166.0 1900	59.0	60.0	45.0	45.0	209.0	171.0	134.0	143.0	145.0	593.0	
802.0 2000	48.0	43.0	33.0	46.0	170.0	123.0	136.0	133.0	163.0	555.0	
725.0 2100	31.0	28.0	20.0	28.0	107.0	143.0	134.0	121.0	122.0	520.0	
627.0		37.0	20.0	16.0	91.0	107.0	88.0	53.0	59.0	307.0	
2200 398.0 2300	18.0 26.0	11.0	12.0	8.0	57.0	52.0	59.0	46.0	31.0		
245.0											

24-Hour 21399	Totals:		570290-20020 5764.0	0619.SYN		15635
A.M. P.M. Daily	Direc Hour 1045 1530 1530	tion: N Volume 415 790 790		Information tion: S Volume 1347 1388 1388	Combined Hour 0630 1700 1700	Directions Volume 1524 1909 1909
Truck F	Percentage	4.00		5.00		4.00





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	SR	

County: 57
Station: 1706
Desciption: SR 189(LEWIS Start Date: 06/18/2002 Start Time: 1100

				4	1		•			: : ! !	
33408	16432	L W F W III III III III III III III III I	1 1 1 1	; 1 1 1 1		16976			š	ur Total	24-Hour
300.0	132.0	35.0	32.0	37.0	28.0	168.0	37.0	33.0	92.0 52.0	10/.0	2200 2300
	Αί,	9.0	<u></u>	8		91.	Ξ.	ത്.	4	46,	2100
	<u></u>	ص ص	_	24.	'n	68.	53	69	91.	55.	2000
193	<u>.</u>	25,0	8	•	53.	64.	Κ,	m	m	٠.	1900
695		93.0	03	8	Ξ.	₹.	75.	26.	28.	55	1800
517	~	23.0	25.	9	쫎.	489.	5.	63.	5	90	1700
943.	φ.	92.0	10	62.	15.	64.	96.	94.	80.	9	1600
005.		91.0	62.	92.	12.	348.	53	64.	34.	97.	1500
117.	$\dot{}$	72.0	71.	29,	28.	117.	91.	54.	01.	71.	1400
986.	Ġ	15.0	33.	47.	41.	050.	58.	56.	65.	71.	1300
	~	3.0	~	ä	Ġ	83.	42.	39.	40.	62.	1200
855.		29.0	57.	47.	64.	58	22	94.	28	04	1100
641.		44.0	49.	29.	93.	26.	50	95.	65.	20	1000
549.	~:	15.0	10.	29.	58	37	60	80.	02.	86.	0060
785	~:	28.0	5	54.	66.	792.	97	16.	86.	93	080
525		89.0	3	3,4	27.	4	43	92.	76	24	0200
418.	*	77.0	26.	89	42.	184.	82.	62.	38	02.	0090
	٠,	10.0	25.	*	'n	67.	5.	~	_*	Ġ	0200
		5.0		*		16.	~	~	~	_	0400
		0	00					~:	o,	_	0300
	_	8.0	~				7	۲.	'n		0500
	45.0	0						. ∞			0100
	!	1.0	9				7		ı Μ	ω.	0000
Total	Total	4th	3rd	2nd	1st	Total	4th	3rd	2nd	1st	Time
Combined		S	Direction:	Z			z	rection:			

16432 33408	ation Combined Directions					4.00
16976	peak Volume Information Direction: S					4.00
	N :uo	Hour Volume	1306	1611	1611	4.00
24-Hour Totals:	Directi	Hour	0615	1630	1630	Truck Percentage
24-Hou			A.M.	⊠.	Daily	Truck

Print Date: February 09, 2004

Florida Department of Transportation Transportation Statistics Office 2002 Annual Average Daily Traffic Report

County

57

OKALOOSA

SITE Type Description

EXHIBIT B

0250 SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.

AADT

Z.

"D"

"T"

10.52 A

16,282 N Direction 1

15,742.00 S 32,024.00 C Direction 2 Two-Way

Factor

50.73 A

Factor Factor 2.99 A

Site type: T = Telemetered; P = Portable

"T" Flags: A = A "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; S = State-wide Default; W = One-Way Road AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Reference



COUNTY: 57

COUNTY CODE: 57

TE DESC

DESCRIPTION

SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

32,000 33,000 33,000 34,000



Print Date: February 09, 2004

Florida Department of Transportation Transportation Statistics Office Annual Vehicle Classification Report Count Year 2002

EXHIBIT B

County:

57130000

57 -

OKALOOSA

Co Sec Sub: MilePos

MilePost: 1.67

AADT 32,024

Description:

SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.

Func. Class: 16 - Urban Minor Arterial

Survey	Туре: Т	- TELEMETRY Duration(In Days): 360		Annual A Volume	Average Daily Percentage
Class	01	MOTORCYCLES		38	0
Class	02	CARS		26,762	84
Class	03	PICK-UPS AND VANS		4,262	13
Class	04	BUSES		138	0
Class	05	2-AXLE, SINGLE UNIT TRUCKS	**************************************	352	1
Class	06	3-AXLE, SINGLE UNIT TRUCKS	·	163	1
Class	07	4-AXLE, SINGLE UNIT TRUCKS		26	0
Class	08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	<u>.</u>	99	0
Class	09	3-AXLE TRACTOR W/ 2-AXLE TRLR		163	1
*5	10	3-AXLE TRACTOR W/ 3-AXLE TRLR		6	0
Class	11	5-AXLE MULTI-TRLR		10	0
Class	12	6-AXLE MULTI-TRLR		0	0
Class	13	ANY 7 OR MORE AXLE		0	0
Class	14	NOT USED	See .	0	0
Class	15	OTHER		0	0
				32,024	100

Summary	Daily	Statistics
Summar v	L/AUTY	" I tarra tarra

Daily		Design Hour				
24T&B =	2.99	DHT =	1.49			
24T =	2.56					
24H =	1.46	DH3 =	0.73			
24M =	1.52	DH2 =	0.76			

Page

Florida De nent of Transportation Transportation Statistics Office 2002 Annual Ave. age Daily Traffic Report

2004

Print Date: Februa

OKALOOSA 1 57 County

SITE Type Description

0250 T SR-189,1.6 MI N OF SR-188/US-98, OKALOOSA CO.

"L"	Factor	2.99 A
"D"	Factor	50.73 A
"K"	Factor	10.52 A
AADT	12 Two-Way	32,024.00 C
West Control	Direction 2	15,742.00 S 33
		16,282 N

AADT Flags. C = Computed; E = Manual Estimate; F = First Year Est, S = Second Year Est; T = Third Year Est, X = Unknown Site type: T = Telemetered; P = Portable

"K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class; S = State-wide Default; W = One-Way Road "T" Flags: A = Actual; F = Axle Fetr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

AADT FORECAST

EXHIBIT B

COUNTY: 57

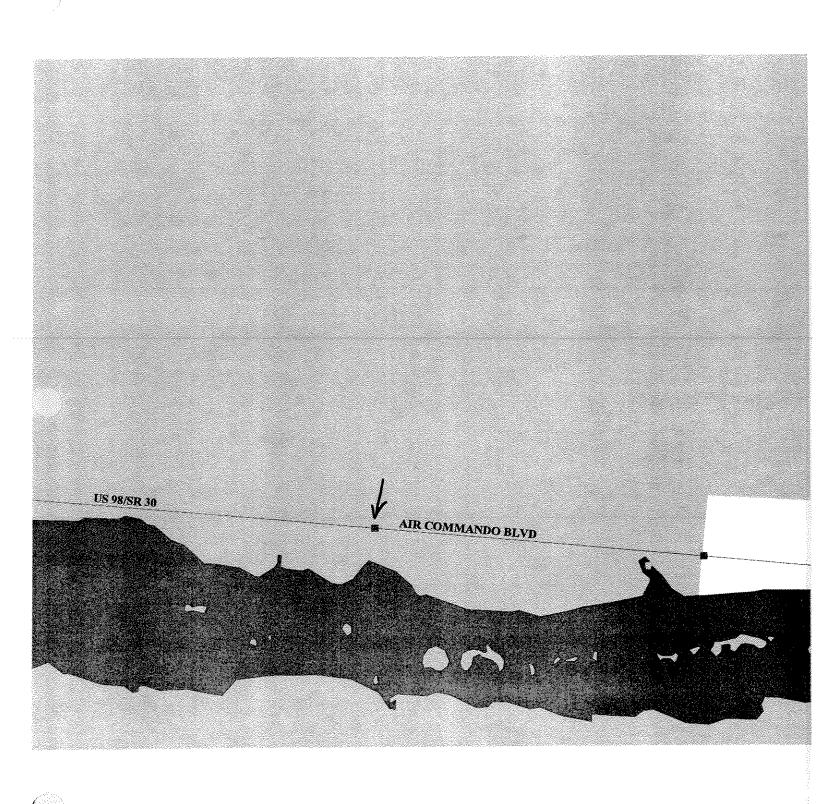
COUNTY CODE: 57

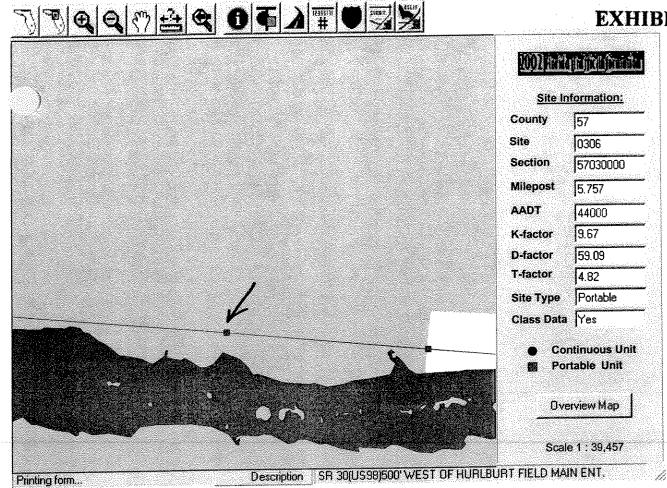
DESCRIPTION

0250 SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

32,000 33,000 33,000 34,000 8





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Florida D nent of Transportation Transc On Statistics Office Annual Average Daily Traffic Report

4.82 A Factor

59.09 F Factor "O"

9.67 F Factor .K

22,000.00 W 44,000.00 C

SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT.

SITE Type Description

9080

Site

Commty 2

Two-Way

Direction 2

AADT

"L

- OKALOOSA

Print Date: April 1004

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est; S = Second Year Est; T = Third Year Est; X = Unknown Site type: T = Telemetered; P = Portable

"K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class, S = State-wide Default; W = One-Way Road "T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

Direction 1 22,000 E

AADT FORECAST

EXHIBIT B

COUNTY: 57

COUNTY CODE: 57

E DESCRIPTION 0306 SR 30(US98)500' WEST OF HURLBURT FIELD MAIN ENT.

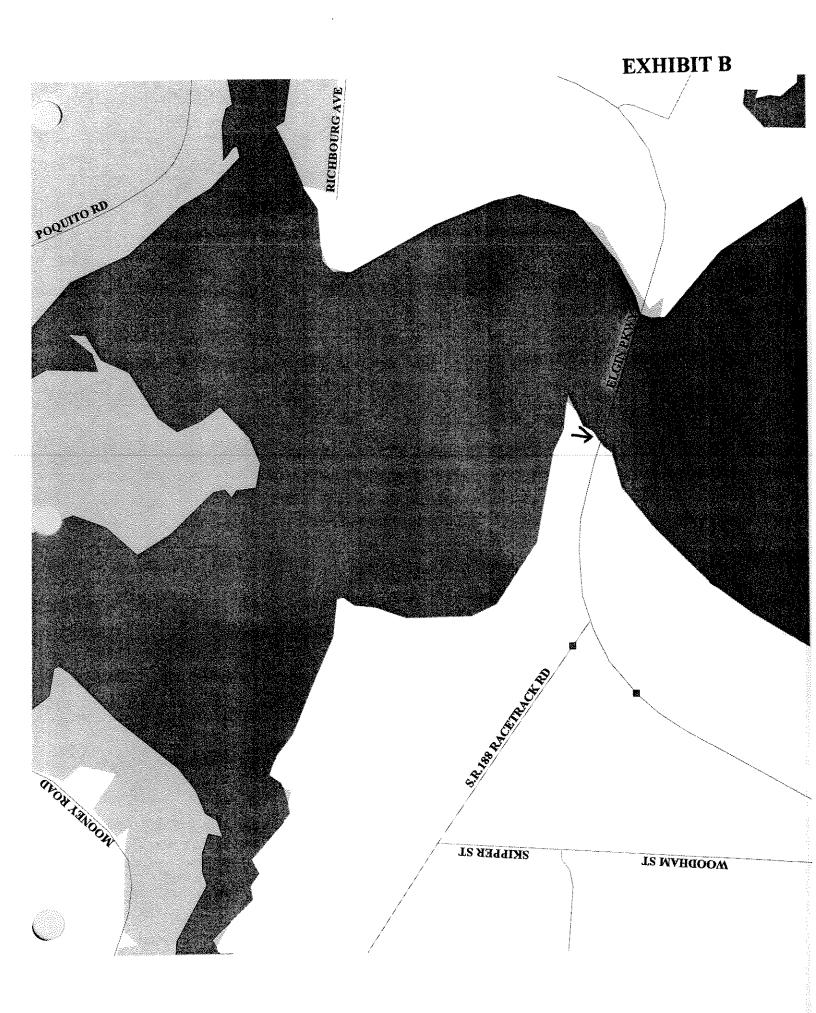
<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

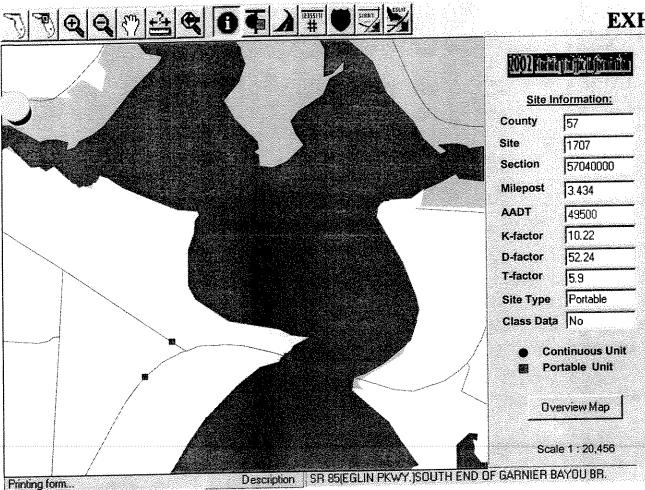
45,000 46,000 47,000 48,000 49,000 50,000 50,000 51,000



W
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	Combined Total	278.0 416.0 119.0 190.0 81.0 172.0 102.0 310.0 172.0 1029.0 445.0 3187.0 762.0 3580.0 864.0 2807.0 1218.0 2591.0 1218.0 2591.0 1218.0 2575.0 1455.0 2575.0 1576.0 3302.0 2731.0 3304.0 2731.0 3304.0 2120.0 3263.0 1240.0 1830.0 1240.0 1830.0 1028.0 1830.0 570.0 661.0	0	Directions Volume 3580 3970 3970	5.00
	w 4th	28.0 28.0 27.0 27.0 28.0 27.0 28.0 28.0 33.0 33.0 33.0 33.0 37.0 38.0 37.0 38.0 37.0 37.0 37.0 37.0		Combined Hour 0700 1700 1700	
619.SYN ENT.	ection: 3rd	22.0 25.0 25.0 25.0 25.0 25.0 27.2 27.2 36.0 360.0 360.0 363.0 363.0 363.0 363.0 363.0 363.0 363.0 363.0 363.0 363.0		 	
-20020 MAIN	Dir 2nd	82.0 33.0 22.0 27.0 27.0 224.0 224.0 276.0 330.0 385.0 443.0 708.0 708.0 265.0 153.0	1 1 1 1 1 1	mation w ume 418 731	00
570306 URT FIELD	 1st			ume Informa rection: W Volum 141 273	5.0
OF HURLBURT	·	000000000000000000000000000000000000000	25092	Peak Volu Dii Hour 1145 1700 1700	
* WEST	E 4th	30.0 16.0 16.0 16.0 27.0 369.0 761.0 340.0 340.0 377.0 336.0 336.0 283.0 283.0 178.0 113.0 73.0		1 1 1 1 1	
1598) 500 1002	ection: 3rd	32.0 19.0 13.0 13.0 250.0 728.0 726.0 348.0 348.0 348.0 348.0 348.0 355.0 356.0 276.0 276.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	n: E Volume 2881 1459 2881	2.00
57 0306 SR 30(U 06/19/2 1100	Dir 2nd	38.0 155.0 147.0 147.0 681.0 7081.0 7081.0 374.0 374.0 375.0 375.0 375.0 375.0 375.0 375.0 375.0 375.0 375.0 375.0		rectio	tage
on: ite: me:	i in	38.0 29.0 23.0 28.0 28.0 28.0 684.0	Tota	Di Hour 0630 1200 0630	Percent
County: Station: Descipti Start Da	Ē		4-H0	A.M. P.M. Daily	Truck





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¢	7

	Combined Total Total	162.0 351.0 209.0 220.0 220.0 220.0 271.0 271.0 271.0 271.0 271.0 271.0 271.0 271.0 271.0 271.0 271.0 272.0	25117 49754	Directions volume 3606 4305 4305
	S 4th	38.0 222.0 222.0 222.0 222.0 222.0 385.0 2375.0 2381.0 284.0 2845.0 2845.0 2845.0 2845.0 200.0 2		Combined Hour 1115 1600
O1. SYN BR.	rection: 3rd	422.0 1112.0 1112.0 1112.0 1112.0 408.0 408.0 464.0 501.0 571.0 571.0 1157.0 135.0 523.0 523.0		
571707-20020701 5arnier Bayou BF	Dire 2nd	46.0 113.0 115.0 10.0 32.0 655.0 398.0 398.0 499.0 478.0 478.0 317.0 243.0 1165.0 104.0		mation S ume 003 241 241
0	1st	36.0 37.0 17.0 11.0 15.0 49.0 356.0 440.0 440.0 440.0 440.0 440.0 440.0 440.0 440.0 194.0 151.0 63.0		ume Informati rection: S Volume 2003 2241 2241
TH END OF	Total	189.0 120.0 82.0 146.0 11321.0 11271.0 12711.0	24637	Peak Volu Hour 1100 1600 1600
РКWY.) SOUTH	N 4th	30.0 26.0 26.0 19.0 152.0 270.0 3327.0 3327.0 3327.0 393.0 406.0 406.0 236.0 104.0	 	1 <u>C.</u> ; ; 1 1
EGLIN PKW	ction: 3rd	47.0 15.0 15.0 22.0 22.0 318.0 3318.0 327.0 327.0 423.0 423.0 429.0 551.0 225.0 225.0 112.0		n: N Volume 1713 2211 2211
57 1707 SR 85(EG 07/01/20 0600	Dire.	61.0 28.0 30.0 30.0 31.0 31.0 334.0 341.0 406.0 408.0 408.0 331.0 239.0 195.0		rectio
on: te:	i S	51.0 28.0 28.0 21.0 23.0 23.0 23.7 293.0 386.0 454.0 422.0 436.0 436.0 529.0 635.0 242.0	1	Di Hour 1145 1630 1630
文승규 1	Time	0000 0100 0200 0300 0300 0400 0500 0500 1200 1100 1100 1200 1200 12	1 7	A.M. P.M. Daily

571707-20020701.5YN

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Florida I transportation Transportation Trans. Lion Statistics Office Annual Average Daily Traffic Report

- OKALOOSA Print Date: April 004

27

County

SITE Type Description

Site

SR 85(EGLIN PKWY.)SOUTH END OF GARNIER BAYOU BR. Δ, 1707

5.90 F Factor

52.24 F Factor "O"

25,000.00 S 49,500.00 C

Factor 10.22 F

Two-Way AADT

Direction 2

Direction 1 24,500 N

Ľ

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est, S = Second Year Est; T = Third Year Est; X = Unknown "K/D" Flags: A = Actual; F = Volume Fctr Catg; D = Dist/Functional Class, S = State-wide Default; W = One-Way Road Site type: T = Telemetered; P = Portable

"T" Flags: A = Actual; F = Axle Fctr Catg; D = Dist/Functional Class; S = State-wide Default; X = Cross-Reference

AADT FORECAST

EXHIBIT B

COUNTY: 57

COUNTY CODE: 57

DESCRIPTION

<u>2003</u> <u>2004</u> <u>2005</u> <u>2006</u> <u>2007</u> <u>2008</u> <u>2009</u> <u>2010</u> <u>2011</u> <u>2012</u>

1/07 SR 85(EGLIN PKWY.)SOUTH END OF GARNIER BAYOU BR. 49,000 48,000 48,000 47,000 47,000 47,000 46,000 46,000







EXHIBIT C

The second of th

BASELINE NO BUILD ALTERNATIVE

:

Michael J. Smith

cience Applications International Corporation

500 Northwest Plaza

Suite 1000

St. Ann Missouri 63074 Phone: 314 770 3022

E-mail: smmic@saic.com

Fax: 314 344 4349

_OPERATIONAL ANALYSIS____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/05/2004

Analysis Period: 2014 - No Build

Flordia SR 189

Highway:

From/To:

2004 to 2019

Jurisdiction: Flordia Analysis Year:

2004

Project ID:

Eglin AFB Housing EIS all alternative - SR 85 to Mooney Rd

FREE	-FLOW SPEE	D		
Direction	1		2	<i>m</i> .
Lane width	12.0	£t	12.0	ft
Lateral clearance:				. .
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
	Divided		Divided	
Median type Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Access points adjustment, in	54.0	mph	54.0	mph
Free-flow speed		~		
	VOLUME			
Direction	1		2	
	2151	vph	1967	vph
Volume, V	0.89	V P 2 **	0.97	
Peak-hour factor, PHF	604		507	
Peak 15-minute volume, v15	4	8	4	96
Trucks and buses	0	26	Ö	8
Recreational vehicles	Level	v	Level	
Terrain type	0.00	8	0.00	%
Grade	0.00	mi	0.00	mi
Segment length	2	,145.dL	2	
Number of lanes	1.00		1.00	
Driver population adjustment, fP			1.5	
Trucks and buses PCE, ET	1.5		1.2	
Recreational vehicles PCE, ER	1.2		0.980	
Heavy vehicle adjustment, fHV	0.980	nanhn?		pcphpl
Flow rate, vp	1232	pcphpl	T 0 7 4	F L. v.E
	RESULTS_			

					EXHIBIT (
Direction		1		2	
Flow rate, vp		1232	pcphpl	1034	pcphpl
Free-flow speed, FFS		54.0	mph	54.0	mph
Avg. passenger-car travel speed,	S	54.0	mph	54.0	mph
evel of service, LOS		С		C	
Apprity D		22.8	pc/mi/ln	19.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Michael J. Smith

cience Applications International Corporation

500 Northwest Plaza

Suite 1000

St. Ann Missouri 63074 Phone: 314 770 3022

Fax: 314 344 4349

E-mail: smmic@saic.com

_OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/05/04

Analysis Period: 2019 - No Build Flordia SR 189

Highway:

2004 to 2019

From/To: Jurisdiction:

Flordia

Analysis Year:

2002

Project ID:

Eglin AFB Housing EIS all alternative - SR 85 to Mooney Rd

Diametrica	1		2	
Direction Lane width	1.2O		12.0	£t
Lane width Lateral clearance:	12.0			
	6.0	£t	6.0	ft
Right edge Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
	4		4	
Access points per mile	Divided		Divided	
Median type Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lane width adjustment, FEW Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
Free-110W Speed				_
	VOLUME			
	_		2	
Direction	1	1-	2	rmh
Volume, V	2366	vph	2163 0.97	vph
Peak-hour factor, PHF	0.89		557	
Peak 15-minute volume, v15	665	0		O.
Trucks and buses	4	8	4	Qo a.
Recreational vehicles	0	ક	0	F
Terrain type	Level	_	Level	a.
Grade	0.00	8	0.00	F :
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	ny +n
	1355	pcphpl	1137	pcphpl

EXHIBIT C

Direction	1		2	
Flow rate, vp	1355	pcphpl	1137	pephp1
Free-flow speed, FFS	54.0 54.0	mph	54.0 54.0	mph mph
Avg. passenger-car travel speed, S evel of service, LOS	C C	mp11	C	an gar min
Density, D	25.1	pc/mi/ln	21.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

EXHIBIT C

Michael J. Smith

cience Applications International Corporation 500 Northwest Plaza

Suite 1000

St. Ann Missouri 63074 Phone: 314 770 3022

E-mail: smmic@saic.com

Fax: 314 344 4349

OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/05/04

Analysis Period: 2014 - No Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS all alternatives No Build SR 85

FREE	-FLOW SPE	ະນ			
Direction	1		2		
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	£t	6.0	ft	
Total lateral clearance	12.0	ft	12.0	£t	
Access points per mile	4		4		
Median type	Divided		Divided		
Free-flow speed:	Base		Base		
FFS or BFFS	60.0	mph	60.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.0	mph	1.0	mph	
Free-flow speed	59.0	mph	59.0	mph	
	VOLUME				
	VOLUME				
Direction	1		2	_	
Volume, V	1307	vph	1195	vph	
Peak-hour factor, PHF	0.81		0.92		
Peak 15-minute volume, v15	403		325		
Trucks and buses	4	ક	4	8	
Recreational vehicles	0	ફ	0	સ્	
Terrain type	Level		Level		
Grade	0.00	ક	0.00	용	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Meavy vehicle adjustment, fHV	0.980		0.980		
Flow rate, vp	822	pcphpl	662	pcphpl	
	_RESULTS				

Direction	1		2	EXHIBIT C
Flow rate, vp	822	pcphpl	662	pcphp1
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	13.9	pc/mi/ln	11.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Michael J. Smith

science Applications International Corporation

300 Northwest Plaza

Suite 1000

St. Ann Missouri 63074 Phone: 314 770 3022

E-mail: smmic@saic.com

Fax: 314 344 4349

OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4.05/04

Analysis Period: 2019 - No Build

Highway:

SR 85

From/To:

Jurisdiction:

Okaloosa County, Flordia

Analysis Year:

2004

Project ID:

Military Housing EIS all alternatives No Build SR 85

FREE	E-FLOW SPE	ED		**************************************
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base	,	Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1405	vph	1285	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	434		349	
Trucks and buses	4	8	4	₽ E
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi.	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
eavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	884	pcphpl	712	pcphpl
	RESULTS_			

				EXHIBIT
Direction	1		2	
Flow rate, vp	884	pcphpl	712	. pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Annai by D	15 0	nc/mi/ln	12 1	nc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/1/2004

Analysis Period: 2014 - No Build

SR 189 south of SR 85

Highway: From/To:

Jurisdiction:

Okaloosa County, Flordia

2004 Analysis Year:

Project ID:

Military Housing EIS

FREE	-FLOW SPEEL)		
Direction	1		2	
	12.0	ft	12.0	ft
Lane width Lateral clearance:				_
	6.0	£t	6.0	ft
Right edge	6.0	ft	6.0	ft
Left edge Total lateral clearance	12.0	£t	12.0	ft
Total lateral clearance	4		4	
Access points per mile	Divided		Divided	
Median type	Base		Base	
Free-flow speed:	60.0	mph	60.0	mph
FFS or BFFS	0.0	mph	0.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.0	mph	1.0	mph
Access points adjustment, FA	59.0	mph	59.0	mph
Free-flow speed	59.0	1011	33.13	~
	VOLUME			
,	1		2	
Direction	710	vph	649	vph
Volume, V		ν Þ.ττ	0.86	-
Peak-hour factor, PHF	0.84		189	
Peak 15-minute volume, v15	211	9 6	4	ક
Trucks and buses	4	* %	0	8
Recreational vehicles	0	8	Level	v
Terrain type	Level	•	0.00	ક
Grade	0.00	8		mi
Segment length	0.00	mi	0.00	TH.T
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	a 4
Flow rate, vp	431	${\tt pcphpl}$	384	pcphpl
LIOM Tace, Ab				
	RESULTS			

EX	HI	RI	T	C
			4	◡

Direction	1	_	2	
Flow rate, vp	431	pcphpl	384	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	шрп
evel of service, LOS	A	pc/mi/ln	A 5	pc/mi/ln
Density, D	7.3	DG/mr/rn	0	pc/mi/in

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OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/1/2004

Analysis Period: 2019 - No Build

Highway: SR 189 south of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS

FREE	-FLOW SPEEI)		
Direction	1		2	
Lane width	12.0	£t	12.0	····ft········
Right edge Left edge Total lateral clearance Access points per mile Median type Free-flow speed: FFS or BFFS Lane width adjustment, FLW Lateral clearance adjustment, FLC Median type adjustment, FM Access points adjustment, FA Free-flow speed	6.0 6.0 12.0 4 Divided Base 60.0 0.0 0.0 1.0 59.0	ft ft ft mph mph mph mph mph mph mph	6.0 6.0 12.0 4 Divided Base 60.0 0.0 0.0	ft ft ft mph mph mph mph mph mph mph mph
Direction Volume, V Peak-hour factor, PHF Peak 15-minute volume, v15 Trucks and buses Recreational vehicles Terrain type Grade Segment length Number of lanes Driver population adjustment, fP Trucks and buses PCE, ET Recreational vehicles PCE, ER Heavy vehicle adjustment, fHV Flow rate, vp	VOLUME	vph % % mi	2 682 0.86 198 4 0 Level 0.00 0.00 2 1.00 1.5 1.2 0.980 404	vph % % mi

•			_	EXHIBIT C
Direction	1 452	pcphpl	2 404	pcphpl
Flow rate, vp	454 59.0	mph	59.0	mph
Free-flow speed, FFS yg. passenger-car travel speed,	s 59.0	mph	59.0	mph
evel of service, LOS	A	pc/mi/l	A	pc/mi/ln
Density, D	7.7	bc/mr/ri	.1 0.0	,

EXHIBIT C

ALTERNATIVE ONE POQUITO BAYOU AREA

3,239

3,283 3,070 3,048

3,043

2,867

DESIGN PEAK HOUR DESIGN PEAK HOUR DESIGN PEAK HOUR

3/acre 4/acre

6/acre

BUILD 2014

2,993

2019

3,190

TRAFFIC ANALYSES OF ALTERNATIVE ONE POQUITO BAYOU EXPANSION TRAFFIC CAN ACCESS EITHER SR 189 OR SR 85 OR BOTH

SCENARIO 1 - ASSUME ALL TRAFFIC FROM AREA USES SR 189

EXISTING TRAFFIC ON SECTION OF 189 BETWEEN MOODY DRIVE AND 52

WEST DHV 2163 076 215 614 246 NO BUILD 2019 EAST DHV 2366 43 ဗ္ဗ 270 D*(1+H)^17 2019 폼 4529 WEST DHV 1,076 1967 25 614 246 **NO BUILD 2014** EAST DHV 43 2151 303 270 D*(1+H)^12 2014 H HS DHV IS TRAFFIC GOING IN HIGHER VOLUME DIRECTION - FOR PM RUSH ASSUME OUT OF CITY (EAST) ASSUME 67% OF TRIPS ENTERING ARE FROM EGLIN DIRECTION, 33% ARE FROM HURLBERT DIRECTION ASSUMED TO FOLLOW EXISTING TRAFFIC PATTERN. ASSUME EXITING TRAFFIC FOLLOWS EXISTING 84% OF THE MILITARY PERSONNEL TRIPS ARE FROM EGLIN, BUT DEPENDANTS TRIPS WOULD BE A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE - ASSUME NO EFFECT TO EXISTING TRAFFIC ASSUME AN ADDITION OF 25% FOR MILITARY COMMUTERS OVER TRIP GENERATION BASELINE. ASSUME ALL MILITARY PERSONNEL WORK MORE REGIMENTED SCHEDULES THAN CIVILIANS. ((G-A)/A)/7 1.92% SUB TOTAL % GROWTH PER YEAR ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER LS DHV IS TRAFFIC GOING IN LOWER VOLUME SIDE OF ROADWAY K30 IS THE FACTOR USED TO OBTAIN THE DHY (DESIGN HOURLY VOLUME) FROM AADT 246 worst case 38000 2010 AADT G RAFFIC PATTERN. SINCE EXISTING PATTERN IS 52 48, USE 67 - 33 SPLIT. 605 243 586 235 AHG ST 1566 Ö **NEW HOUSING - NEW TRIPS GENERATED PER TRIP GENERATION** 8 8 8 8 298 265 289 HS DHV D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC 1712 INFORMATION COLLECTED BY FL DOT AT MILEPOST 3,714 ပ <u>ရ</u> east 917 516 903 875 492 DHV≡ 2003 A'B 3278 Ω ASSUMPTIONS ABOUT THIS ALTERNATIVE AADT IS ANNUAL AVERAGE DAILY TRAFF entering entering entering exiting *D30 52.24 exiting exiting ပ *K30 10.22 3/acre 4/acre 6/acre œ 33500 2002 AADT ⋖ POQUITO BAYOU FORMULA

EXHIBIT C

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_____OPERATIONAL ANALYSIS______

Analyst: Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Forma Florata C...

Highway: Florata C...
2014 to 2019 Analysis Period: 2014 - Build

Flordia SR 189

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 3 units/ac

FREE-FLOW SPEED					
	e e e e e e e e e e e e e e e e e e e		2		
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge		£t			
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	4		4		
Median type	Divided		Divided		
Free-flow speed:	Base		Base		
FFS or BFFS	55.0	mph	55.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.0	mph	1.0	mph	
Free-flow speed	54.0	mph	54.0	mph	
	VOLUME				
Direction	1		2		
Volume, V	2867	vph	3043	vph	
Peak-hour factor, PHF	0.89	_	0.97	•••	
Peak 15-minute volume, v15	805		784		
Trucks and buses	4	ક્ષ	4	ક	
Recreational vehicles	0	Q ₆	0	g S	
Terrain type	Level		Level		
Grade	0.00	ક્ષ	0.00	ક	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.980		0.980		
Flow rate, vp		pcphpl		pcphpl	
	RESULTS_				

Direction	1		2	EXHIBIT C
Flow rate, vp	1642	pcphpl	1599	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.3	mph
evel of service, LOS	D		D	
Density, D	31.0	pc/mi/ln	30.0	pc/mi/ln

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____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date: Analysis Period: 2014 - Build

11/02/04

Flordia SR 189

Highway: From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 4 units/ac

FRE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2856	vph	3026	vph
Peak-hour factor, PHF	0.89	~	0.97	
Peak 15-minute volume, v15	802		780	
Trucks and buses	4	Ş	4	8
Recreational vehicles	0	96	0	Q ₀
Terrain type	Level		Level	
Grade	0.00	8	0.00	9
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1636	pcphpl	1590	pcphpl
	RESULTS_			

Direction	1		2	EXHIBIT
Flow rate, vp	1636	pcphpl	1590	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.1	mph	53.3	mph
evel of service, LOS	D		D	
Density, D	30.8	pc/mi/lr	1 29.8	pc/mi/In

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____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date: Analysis Period: 2014 - Build

11/02/04

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 6 units/ac

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	ė
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2834	vph	2993	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	796		771	
Trucks and buses	4	용	4	8
Recreational vehicles	0	용	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	95
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1623	pcphpl	1573	pcphpl

____RESULTS____

Direction	1		2	EXHIBIT (
Flow rate, vp	1623	pcphpl	1573	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.1	mph	53.4	mph
evel of service, LOS	D		D	
Density, D	30.5	pc/mi/li	n 29.5	pc/mi/ln

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____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Flordia SR 189

Highway:

2014 to 2019

From/To: Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 3 units per acre

FREE	E-FLOW SPEE	ED		
Direction	7-4		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME		disability salah sal	****
Direction	1		2	
Volume, V	3283	vph	3239	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	922		835	
Trucks and buses	4	ક	4	8
Recreational vehicles	0	95	0	ge .
Terrain type	Level		Level	
Grade	0.00	8	0.00	ક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1881	pcphpl	1702	pcphpl
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			

____RESULTS____

Direction	1		2	EXHIBIT C
Flow rate, vp	1881	pcphpl	1702	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	51.6	mph	52.7	mph
evel of service, LOS	E		D	
Density, D	36.4	pc/mi/ln	32.3	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04 Analysis Period: 2019 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 4 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0		54.0	mph
	VOLUME			
				***************************************
Direction	1		2	
Volume, V	3070	vph	3223	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	862		831	
Trucks and buses	4	용	4	8
Recreational vehicles	0	용	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1759	pcphpl	1694	pcphpl
	RESULTS			

Direction	1		2	EXHIBIT C
Flow rate, vp	1759	pcphpl	1694	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.4	mph	52.8	mph
evel of service. LOS	D		D	
Density, D	33.6	pc/mi/ln	32.1	pc/mi/ln

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### ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/02/04
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all traffic SR 189 - 6 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	£t	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		mph	0.0	mph
Median type adjustment, FM		mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
_,				
Direction	1		2	
Volume, V	3048	vph	3190	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	856	_	822	
Trucks and buses	4	8	4	e a
Recreational vehicles	0	9	0	%
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP			1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980	_	0.980	
Flow rate, vp	1746	pcphpl	1677	pcphpl

____RESULTS____

EXHIBIT C

Direction	1		2	
Flow rate, vp	1746	pcphpl	1677	. pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.5	mph	52.9	mph
evel of service, LOS	D		D	
Density, D	33.3	pc/mi/ln	31.7	pc/mi/ln

2,088

1,989

3/acre 4/acre 6/acre

DESIGN PEAK HOUR DESIGN PEAK HOUR DESIGN PEAK HOUR

## SCENARIO 2 - ASSUME ALL EGLIN TRAFFIC USES SR 85

EXISTING TRAFFIC ON SR 85 INFORMATION COLLECT BY FL DOT AT MILEPOST 3,714

AADT	DHV= P D A*B 1947 DHV (DESI	HS DHV	LS DHV	AADT	CATS CTC						
A B C  19900 10.22 52.24  ADT IS ANNUAL AVERAGE DAILY TRAFFIC 30 IS THE FACTOR USED TO OBTAIN THE CASUME 67% OF ENTERING TRIPS ARE FRO OQUITO BAYOU 3/acre entering exiting  4/acre entering exiting  6/acre entering exiting  8SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASSIME AN INTERNY PERSONNEL WORK	A*B 1947 1947 1948 (DESI				דהא זהאה		EAST DHV	EAST DHV WEST DHV	굼	HS DHV	LS DHV
ADT IS ANNUAL AVERAGE DAILY TRAFFIC BO IS THE "SPLIT" BETWEEN THE DIRECTIC SWING OF ENTERING TRIPS ARE FRODUITO BAYOU 3/acre entering exiting  6/acre entering exiting  6/acre entering  6/acre entering  8SUMPTIONS ABOUT THIS ALTERNATIVE  REDUCTION OF 2,049 UNITS ON EGLIN MA	A*B 1947 OHV (DESI	ш	L.	g	I	••••	ר	ᅩ	_1	M	z
19900 10.22 52.24  NDT IS ANNUAL AVERAGE DAILY TRAFFIC NO IS THE FACTOR USED TO OBTAIN THE ENDIRECTION THE "SPLIT" BETWEEN THE DIRECTION OF 10.00 SEUME 67% OF ENTERING TRIPS ARE FROMUTO BAYOU 3/acre entering exiting  6/acre entering EDUCTION SABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MARSHIME ALI MILTARY PERSONNEL WORK	1947 OHV (DESI	D*C	D-E		((G-A)/A)/5	D*(1+H)^12			D*(1+H)^17		
ADT IS ANNUAL AVERAGE DAILY TRAFFIC  10 IS THE FACTOR USED TO OBTAIN THE E  10 IS THE "SPLIT" BETWEEN THE DIRECTIC  11 IN HOUSING - NEW TRIPS GENERATED  12 IN HOUSING - NEW TRIPS GENERATED  13 IN HOUSING - NEW TRIPS GENERATED  14 IN HOUSING - NEW TRIPS GENERATED  15 IN HOUSING - NEW TRIPS ARE FROM  16 IN HOUSING - NEW TRIPS ARE FROM  17 IN HOUSING - NEW TRIPS ALTERNATIVE  18 IN HIT TARY PERSONNEL WORK  19 IN HIT TARY PERSONNEL WORK  10 IN HIT TARY PERSONNEL WORK  11 IN HIT TARY PERSONNEL WORK  11 IN HIT TARY PERSONNEL WORK  11 IN HIT TARY PERSONNEL WORK  12 IN HIT TARY PERSONNEL WORK  15 IN HIT TARY PERSONNEL WORK  16 IN HIT TARY PERSONNEL WORK  17 IN HIT TARY PERSONNEL WORK  18 IN HIT TARY PERSONNEL WOR	OHV (DESI	1017	930	22000	2.11%	2502	1307	1195	2690	1405	1285
0 IS THE FACTOR USED TO OBTAIN THE E 0 IS THE "SPLIT" BETWEEN THE DIRECTIC IN HOUSING - NEW TRIPS GENERATED ISUME 67% OF ENTERING TRIPS ARE FRO COUITO BAYOU 3/acre entering  4/acre entering  6/acre entering  6/acre entering  8/acre entering  9/acre entering  8/acre entering  8/acre entering  9/acre entering  8/acre entering  9/acre entering  8/acre entering  9/acre entering  8/acre entering  9/acre entering  9/acre entering  9/acre entering  8/acre entering  9/acre entering  9/	OHV (DESI										
O IS THE "SPLIT" BETWEEN THE DIRECTIC W HOUSING - NEW TRIPS GENERATED SUME 67% OF ENTERING TRIPS ARE FROMUTO BAYOU  3/acre entering  4/acre entering  6/acre entering  6/acre entering  switing  6/acre entering  AMDITIONS ABOUT THIS ALTERNATIVE  REDUCTION OF 2,049 UNITS ON EGLIN MARSIME ALL MILITARY PERSONNEL WORK	THE DISC	GN HOUR	IGN HOURLY VOLUME) FROM AADT	E) FROM,	AADT						
SUMPTIONS ABOUT THIS GENERATED SIGNER 67% OF ENTERING TRIPS ARE FROM 3/acre entering exiting (4/acre entering exiting 6/acre entering exiting BACOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MARSHIME ALL MILITARY PERSONNEL WORK		<b>AFFIC</b>									
SUMPTIONS ABOUT THIS GENERATED SINKE 67% OF ENTERING TRIPS ARE FROM SACRE entering exting (4/acre entering exting 6/acre entering exting exting ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MARS PERSONNEL WORK											
SUME 67% OF ENTERING TRIPS ARE FRC IQUITO BAYOU 3/acre entering  4/acre entering  6/acre entering  6/acre entering  exiting  SUMPTIONS ABOUT THIS ALTERNATIVE  REDUCTION OF 2,049 UNITS ON EGLIN MA											
Adacre entering exiting  4/acre entering exiting  6/acre entering exiting  6/acre entering exiting  6/acre entering  8/acre entering  6/acre entering  8/acre entering  6/acre entering  8/acre entering  8/acre entering  8/acre entering  8/acre entering  8/acre entering  8/acre entering	OM EGLIN										
exiting  4/acre entering exiting  6/acre entering  exiting  sumPTIONS ABOUT THIS ALTERNATIVE  REDUCTION OF 2,049 UNITS ON EGLIN MA	917	303	614				303	614		303	614
4/acre entering exiting 6/acre entering exiting exiting exiting exiting exiting exiting AEDUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASUME ALL MILITARY PERSONNEL WORK	516	270	246 v	246 worst case			270	246		270	246
4/acre entering exiting 6/acre entering exiting sumPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASUME ALL MILITARY PERSONNEL WORK											
exiting 6/acre entering SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MA	903	298	605								
6/acre entering exiting exiting SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASUME ALL MILTARY PERSONNEL WORK	208	265	243								
6/acre entering exiting exiting SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASSUME ALL MILITARY PERSONNEL WORK											
exiting SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MA	875	289	586								
SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASUME ALL MILTARY PERSONNEL WORK	492	257	235								
SUMPTIONS ABOUT THIS ALTERNATIVE REDUCTION OF 2,049 UNITS ON EGLIN MASUME ALL MILITARY PERSONNEL WORK											
REDUCTION OF 2,049 UNITS ON EGLIN MA											
SUME ALL MILITARY PERSONNEL WORK		- ASSUME	NO EFFEC	TTO EXI	- ASSUME NO EFFECT TO EXISTING TRAFFIC	5					
	MORE RE	GIMENTE	ED SCHEDL	<b>JLES THA</b>	EGIMENTED SCHEDULES THAN CIVILIANS.						
ASSUME ONE MILITARY COMMUTER PER UNIT AND		NE VEHIC	CLE PER M	<b>LITARY</b> C	ONE VEHICLE PER MILITARY COMMUTER		143	215		143	215
ASSUME 25% OF MILITARY COMMUTERS NOT ACCOUNTED IN TRIP GENERATION BASELINE.	OT ACCOL	NTED IN	TRIP GENE	RATION	3ASELINE.						
				•	SUB TOTAL	ADD	715	1,076		715	1,076
				•				BUILD 2014			BUILD 2019

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### ____OPERATIONAL ANALYSIS______

FREE-FLOW SPEED

Analyst: Michael J. Smith

Analys:
Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, all to SR 85, 3 units acre

P ME.	E-FLOW SPE	E <i>D</i>		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
		·	rinning	······································
Direction	1		2	
Volume, V	2022	vph	2271	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	624		617	
Trucks and buses	4	9	4	ક
Recreational vehicles	0	8	0	96
Terrain type	Level		Level	
Grade	0.00	લ	0.00	B
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1273	pcphpl	1258	pcphpl
	RESULTS			

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1273	pcphpl	1258	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	С		C	
Density, D	21.6	pc/mi/ln	21.3	pc/mi/ln

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### OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04

Analysis Period: 2014 - Build

Highway: SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004
Project ID: Military Housing EIS Alt 1, all to SR 85, 4 units acre

			_	
Direction Lane width	1	£7 4	2	د بـ
	12.0	It	12.0	rt
Lateral clearance:	<i>C</i> 0	£ F	C 0	<u>د ب</u>
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	1
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2011	vph	2254	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	621		612	
Trucks and buses	4	용	4	8
Recreational vehicles	0	96	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	S
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1266	pcphpl	1249	pcphpl
	RESULTS			

				EXHIBIT
Direction	1		2	
Flow rate, vp	1266	pcphpl	1249	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	С		С	
Density, D	21.5	pc/mi/ln	21.2	pc/mi/ln

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### ____OPERATIONAL ANALYSIS_____

FREE-FLOW SPEED

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, all to SR 85, 6 units acre

FREE	-FLOW SPE	БD		VIII. III. III. III. III. III. III. III
Direction	1		2	
Lane width	12.0	ft	12.0	ftft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	£t	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME		to the Venda and the construction of the Const	
Direction	1		2	
Jolume, V	1989	vph	2221	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	614		604	
Trucks and buses	4	용	4	8
Recreational vehicles	0	S	0	98
Terrain type	Level		Level	
Grade	0.00	ક	0.00	용
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Oriver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1252	pcphpl	1231	pcphpl

____RESULTS____

Direction	1		2	EXHIBIT C
Flow rate, vp	1252	pcphpl	1231	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	С		C	
Density, D	21.2	pc/mi/ln	20.9	pc/mi/ln

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### OPERATIONAL ANALYSIS______

FREE-FLOW SPEED_____

Analyst: Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, all to SR 85, 3 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	Et.
Lateral clearance:				•
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			**************************************
Direction	1		2	
Volume, V	2121	vph	2361	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	655		642	
Trucks and buses	4	용	4	ક
Recreational vehicles	0	8	0	ક
Terrain type	Level		Level	
Grade	0.00	8	0.00	<del>S</del>
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1335	pcphpl	1308	pcphp1
	RESULTS			

Direction	1		2	EXHIBIT C
Flow rate, vp	1335	pcphpl	1308	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		С	
Density, D	22.6	pc/mi/ln	22.2	pc/mi/ln

And the second s

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, all to SR 85, 4 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2110	vph	2344	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	651	_	637	_
Trucks and buses	4	8	4	do
Recreational vehicles	0	%	0	લ
Terrain type	Level		Level	
Grade	0.00	용	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1328	pcphpl	1299	pcphpl

_____RESULTS_____

Direction	1		2	EXHIBIT (
Flow rate, vp	1328	pcphpl	1299	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	С		C	
Density, D	22.5	pc/mi/ln	22.0	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, all to SR 85, 6 units per acre

_____FREE-FLOW SPEED______

Direction	1		2		
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	4		4		
Median type	Divided		Divided		
Free-flow speed:	Base		Base		
FFS or BFFS	60.0	mph	60.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.0	mph	1.0	mph	
Free-flow speed	59.0	mph	59.0	mph	
	VOLUME				
	V OHOEEH	·····			
Direction	1		2		
Volume, V	2088	vph	2311	vph	
Peak-hour factor, PHF	0.81		0.92		
Peak 15-minute volume, v15	644		628		
Trucks and buses	4	용	4	8	
Recreational vehicles	0	ek G	0	8	
Terrain type	Level		Level		
Grade	0.00	8	0.00	₽ S	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.980		0.980		
Flow rate, vp	1314	pcphpl	1281	pcphpl	
		* * *		dia dia dia	

RESULTS_____

pcphpl 1281 pcphpl mph 59.0 mph mph 59.0 mph

pc/mi/ln

C

pc/mi/ln 21.7

Overall results are not computed when free-flow speed is less than 45 mph.

1

1314

59.0

59.0

22.3

C

Direction

Flow rate, vp

Density, D

Free-flow speed, FFS

evel of service, LOS

Avg. passenger-car travel speed, S

2,724 2,718 2,707

3/acre 4/acre

DESIGN PEAK HOUR DESIGN PEAK HOUR DESIGN PEAK HOUR

# SCENARIO 3 - ASSUME ALL TRAFFIC FROM EGLIN SPLITS 50/50 BETWEEN SR 85 AND SR 189 EXISTING TRAFFIC ON SECTION OF 189 BETWEEN MOODY DRIVE AND 52 INFORMATION COLLECT BY FL DOT AT MILEPOST 3.714

2002 2003			2003			2010	% GROWTH	2014	NO BUI	NO BUILD 2014	2019	NO BUI	NO BUILD 2019
AADT	*K30	*D30	=NHO	HS DHV	LS DHV	AADT	PER YEAR	ΛHΩ	EAST DHV	EAST DHV WEST DHV	DHV	EAST DHV	EAST DHV WEST DHV
FORMULA A	83	ပ	۵	ш	ш.	G	Ι	_	7	¥		¥	z
			A*B	۵ ۲	ㅁ		((G-A)/A)/7	D*(1+H)^12			D*(1+H)^17		
33500	10.22	52.24	3278	1712	1566	38000	1.92%	4118	2151	1967	4529	2366	2163
AADT IS ANNUAL AVERAGE DAILY TRAFFIC	RAGE DAI	LY TRAFF	<u>1</u>										
FACTOR L	ISED TO 0	BTAIN TH	(E DHV (DE	K30 IS THE FACTOR USED TO OBTAIN THE DHY (DESIGN HOURLY VOLUME) FROM AADT	<b>JLY VOLUN</b>	IE) FROM.	AADT						
"SPLIT" BE	ETWEEN TI	HE DIREC	D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	TRAFFIC									
TRAFFIC G	OING IN H	IGHER DI	RECTION C	F ROADW	4Y - FOR P.	M RUSH A	HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY	OF CITY		-			
IRECTION,	LS DHV IS	3 TRAFFIC	GOING IN	CENTER DIRECTION, LS DHV IS TRAFFIC GOING IN LOWER SIDE DIRECTION OF ROADWAY	DE DIRECT	NON OF R	OADWAY						
SING - NEW	TRIPS GE	NERATEL	O PER TRIP	NEW HOUSING - NEW TRIPS GENERATED PER TRIP GENERATION	NOI								
7% OF TRIF	S ENTER!	NG ARE F	ASSUME 67% OF TRIPS ENTERING ARE FROM EGLIN	z									
POQUITO BAYOU	3/acre	entering	917	151	383				151	383		151	383
		exiting	516	135	191				135	191		135	191
	4/acre	entering	903	149	377								
		exiting	508	133	188								
	6/acre	entering	875	144	365								
		exiting	492	129	182								
ONS ABOU	<b>ASSUMPTIONS ABOUT THIS ALTERNATIVE</b>	TERNATIV	VE										
ON OF 2,0	49 UNITS C	ON EGLIN	A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE -		E NO EFFE	CT TO EXI	ASSUME NO EFFECT TO EXISTING TRAFFIC	ည					
LL MILITAF	AY PERSO	NNEL WO	ASSUME ALL MILITARY PERSONNEL WORK MORE RE	REGIMENT	ED SCHED	<b>ULES THA</b>	GIMENTED SCHEDULES THAN CIVILIANS.						
NE MILITA	RY COMMI	UTER PEF	<b>4 UNIT AND</b>	ONE VEHI	CLE PER N	<b>IILITARY (</b>	ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER						
% OF MILI	ITARY CON	MMUTERS	ASSUME 25% OF MILITARY COMMUTERS NOT ACCOU	OUNTED IN	INTED IN TRIP GENERATION BASELINE	ERATION	BASELINE.		72	143		72	143
						•							
							SUB TOTAL	ADD	358	717		358	7117
						_	***************************************						

2002 2002	2002			2002			2007 % G	% GROWTH	2014	NO BU	NO BUILD 2014	2019	INB ON	NO BUILD 2019
	AADT	*K30	*D30	=\HO	HS DHV	LS DHV	AADT PE	PER YEAR	DHV	<b>EAST DHV</b>	EAST DHV WEST DHV	<u>&gt;</u>	HS DHV	LS DHV
FORMULA	٨	83	ပ	O	ш	т	Ø	I		7	×	]	Z	Z
				A*B	D*C	D-E	ຍ))	((G-A)/A)/5	D*(1+H)^12			D*(1+H)^17		
	19900	10.22	52.24	1947	1017	930	22000 2	2.11%	2502	1307	1195	2690	1405	1285
AADT IS ANNUAL AVERAGE DAILY TRAFFIC K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HO D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	JAL AVER CTOR US PLIT* BET	AGE DAI	LY TRAFF BTAIN TH HE DIREC	IC E DHV (DE TIONS OF	SIGN HOUF	3LY VOLUM	AADT IS ANNUAL AVERAGE DAILY TRAFFIC K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	<u> </u>						
NEW HOUSING - NEW TRIPS GENERATED ASSUME 67% OF ENTERING TRIPS ARE FROM FC! IN	G - NEW T	TRIPS GE RING TRI	NERATEC IPS ARE F	) ROM FGI.	z									
POQUITO BAYOU	3,	3/acre	entering	917		383				151	383		151	383
			exiting	516	135	191	191 worst case			135	191		135	191
	4	4/acre	entering	903	149	377								
			exiting	508	133	188								
	Ø	6/acre	entering	875	144	365								
			exiting	492		182								
ASSUMPTIONS ABOUT THIS ALTERNATIVE	S ABOUT	THIS AL.	TERNATIV	ĺη										
A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE	OF 2,049	UNITS	N EGLIN	MAIN BAS	E - ASSUM	E NO EFFE	- ASSUME NO EFFECT TO EXISTING TRAFFIC	G TRAFF	ပ					
ASSUME ALL MILITARY PERSONNEL WORK MORE RI	MILITARY	/ PERSOI	NNEL WO	RK MORE	REGIMENT	ED SCHED	EGIMENTED SCHEDULES THAN CIVILIANS	VILIANS.						
ASSUME ONE	MILITARY	Y COMMI	UTER PER	NOT ACC	ONE VEH	CLE PER IV	ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER ASSUME 25% OF MILITARY COMMITERS NOT ACCOUNTED IN TRID GENERATION RASELINE	MUTER						WEWERE
	i i		2					,						
							SUB	SUB TOTAL /	ADD	586	573		286	573
						1				TINE	BUILD 2014		BUILD	BUILD 2019
							DESIGN PEAK HOUR	HOUR	3/acre	1,665	1,912		1,763	2,002
							DESIGN PEAK HOUR	HOUR	4/acre	1,659	1,901		1,758	1,991
							DESIGN PEAK HOUR	HOUR	6/acre	1,648	1,879		1.747	1.969

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### OPERATIONAL ANALYSIS_____

Michael J. Smith Analyst:

Agency/Co: SAIC Date: 11/02/04 Analysis Period: 2014 - Build Flordia SR 189 Highway: From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

70% mgb Project ID: Eglin EIS alt 1 - all to SR 189 - 3 units per acre

FREI	E-FLOW SPE	ED		·····
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		mph		mph
Median type adjustment, FM		mph		mph
Access points adjustment, FA		mph	1.0	mph
Free-flow speed	54.0	mph		mph
	VOLUME		and a second	
Direction	1		2	
Volume, V	2509	vph	2684	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	705		692	
Trucks and buses	4	%	4	ĝ _o
Recreational vehicles	0	%	0	Se Se
Terrain type	Level		Level	
Grade	0.00	&	0.00	ક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1437	pcphpl	1411	pcphpl

__RESULTS_

**EXHIBIT** C

Direction	1		2	
Flow rate, vp	1437	pcphpl	1411	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.9	mph	54.0	mph
evel of service, LOS	D		D	
Density, D	26.7	pc/mi/ln	26.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

.

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### OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

SAIC

Agency/Co: Date:

11/02/04

Analysis Period: 2014 - Build

Highway: Flordia SR 189 From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all to SR 189 - 4 units per acre

50% m. \$

____FREE-FLOW SPEED_ 2 Direction 1 Lane width 12.0 ft 12.0 ft Lateral clearance: 6.0 ft 12.0 ft 4 6.0 Right edge ft 6.0 Left edge ft ft 12.0 Total lateral clearance ft. Access points per mile 4 Median type Divided Divided Free-flow speed: Base Base Free-flow speed:

FFS or BFFS

Lane width adjustment, FLW

Lateral clearance adjustment, FLC

Median type adjustment, FM

Access points adjustment, FA

Free-flow speed

Base

Dase

Dase mph mph mph mph mph mph VOLUME Direction 2 1 Volume, V 2673 2503 vph vph Peak-hour factor, PHF 0.89 0.97 703 Peak 15-minute volume, v15 689 Trucks and buses 4 ક 4 Recreational vehicles Terrain type Level Level Grade 0.00 ક 0.00 왕 Segment length 0.00 0.00 mi Number of lanes 2 2 Driver population adjustment, fP 1.00 1.00 Trucks and buses PCE, ET 1.5 1.5 Recreational vehicles PCE, ER 1.2 1.2 0.980 Heavy vehicle adjustment, fHV 0.980 Flow rate, vp 1434 pcphpl 1405 pcphpl

RESULTS

Direction	1		2	EXHIBIT
Flow rate, vp	1434	pcphpl	1405	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.9	mph	54.0	mph
evel of service, LOS	D		D	
Density, D	26.6	pc/mi/ln	26.0+	pc/mi/ln

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# ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04

Analysis Period: 2014 - Build

Flordia SR 189

Highway:

2014 to 2019

From/To: Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 1 - all to SR 189 - 6 units per acre

FR	EE-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2492	vph	2651	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	700		683	
Trucks and buses	4	<del>ુ</del>	4	8
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	9
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1428	pcphpl	1393	pcphpl

____RESULTS_

EXHIBIT C

Direction	1		2	
Flow rate, vp	1428	pcphpl	1393	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.9	mph	54.0	mph
evel of service, LOS	D		C	
Density, D	26.5	pc/mi/ln	25.8	 pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

The property of the section

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# OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/02/04
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - 50% SR 189 - 3 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0		0.0	mph
Median type adjustment, FM	0.0		0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	***			
	VOLUME		Annah raham baham baham bahar	
Direction	1		2	
Volume, V	2724	vph	2880	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	765		742	
Trucks and buses	4	8	4	8
Recreational vehicles	0	8	0	95
Terrain type	Level		Level	
Grade	0.00	8	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1560	pcphpl	1514	pcphpl

_____RESULTS_____

**EXHIBIT C** 

				**************************************
Direction	1		2	
Flow rate, vp	1560	pcphpl	1514	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.4	mph	53.6	mph
evel of service, LOS	D		D	
Density, D	29.2	pc/mi/lr	n 28.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

人名 化物质 医动物性动物

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# OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/02/04
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - 50% SR 189 - 4 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	£t	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0			mph
	VOLUME			
Direction	1		2	
Volume, V	2718	vph	2869	vph
Peak-hour factor, PHF	0.89	v p11	0.97	A DII
Peak 15-minute volume, v15	763		739	
Trucks and buses	4	ક	4	8
Recreational vehicles	0	g _e	0	96
Terrain type	Level	Ü	Level	· ·
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2	111.4.	2	J. E. S J
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
			0.980	
Heavy venicle admistment thy	0 980			
Heavy vehicle adjustment, fHV Flow rate, vp	0.980 1557	pcphpl	1508	pcphpl

____RESULTS_____

**EXHIBIT C** pcphpl 1508

2

pcphpl

Free-flow speed, FFS		54.0	mph	54.0	mph
Avg. passenger-car travel speed,	S	53.5	mph	53.7	mph
evel of service, LOS		D		D	
Density, D		29.1	pc/mi/ln	28.1	pc/mi/ln

1

1557

Direction

Flow rate, vp

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# ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/02/04
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 1 - 50% SR 189 - 6 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
	VOHORE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<del></del>	
Direction	1		2	
Volume, V	2707	vph	2847	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	760		734	
Trucks and buses	4	ક	4	ક
Recreational vehicles	0	્ર	0	%
Terrain type	Level		Level	
Grade	0.00	g _g	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Oriver population adjustment, fP	1.00		1.00	
Frucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
→ · · · · · · · · · · · · · · · · · · ·				

____RESULTS____

Direction	1		2	EXHIBIT
Flow rate, vp	1551	pcphpl	1496	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.5	mph	53.7	mph
evel of service, LOS	D		D	
Density, D	29.0	pc/mi/ln	27.9	pc/mi/ln

1

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# OPERATIONAL ANALYSIS_____

FREE-FLOW SPEED

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, 50% to SR 85, 3 units per acre

	S-FLOW SPE	ED		, , , , , , , , , , , , , , , , , , ,
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1665	vph	1912	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	514		520	
Trucks and buses	4	ક્ર	4	%
Recreational vehicles	0	용	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1048	pcphpl	1059	pcphpl

____RESULTS___

**EXHIBIT C** 

Direction	1		2	
Flow rate, vp	1048	pcphpl	1059	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	17.8	pc/mi/ln	17.9	pc/mi/ln

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# ___OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Alt 1, 50% to SR 85, 4 units per acre

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	·····ft
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mgh	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1659	vph	1901	vph
Peak-hour factor, PHF	0.81		0.92	*
Peak 15-minute volume, v15	512		517	
Trucks and buses	4	용	4	og Og
Recreational vehicles	0	8	0	9
Terrain type	Level		Level	
Grade	0.00	ક	0.00	용
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1044	pcphpl	1053	pcphpl
	_RESULTS			

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1044	pcphpl	1053	. pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В	<del></del> -	B	**
Density, D	17 7	nc/mi/lr	178	nc/mi/ln

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# ____OPERATIONAL ANALYSIS_____

FREE-FLOW SPEED_____

Analyst: Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, 50% to SR 85, 6 units per acre

Direction	· Protection of the control of the c		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	£t	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1648	vph	1879	vph
Peak-hour factor, PHF	0.81	V [>11	0.92	v bii
Peak 15-minute volume, v15	509		511	
Trucks and buses	4	Q.	4	Q.
Recreational vehicles	0	96	0	96
Terrain type	Level	· ·	Level	Q
Grade	0.00	ક	0.00	S _k
Segment length	0.00	mi	0.00	mi.
Number of lanes	2	111.11	2	M.L.
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1037	pcphpl	1041	pcphpl

____RESULTS_____

EXHIBIT C

Direction	1		2	
Flow rate, vp	1037	pcphpl	1041	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	17.6	pc/mi/ln	17.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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# ____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

FREE-FLOW SPEED

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, 50% to SR 85, 3 units per acre

Direction	1		2	
ane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
ree-flow speed	59.0	mph	59.0	mph
	VOLUME	······································	***************************************	
Direction	1		2	
Volume, V	1763	vph	2002	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	544		544	
rucks and buses	4	ક	4	8
Recreational vehicles	0	ક્ષ	0	8
Cerrain type	Level		Level	
Grade	0.00	ફ	0.00	ક
Segment length	0.00	mi	0.00	mi
Jumber of lanes	2		2	
Priver population adjustment, fP	1.00		1.00	
Prucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
leavy vehicle adjustment, fHV	0.980		0.980	
low rate, vp	1110	pcphpl	1109	pcphpl

____RESULTS_____

Direction	1		2	EXHIBIT (
Flow rate, vp	1110	pcphpl	1109	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		C	\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Density, D	18.8	pc/mi/ln	18.8	pc/mi/ln

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# OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 1, 50% to SR 85, 4 units per acre

FREE	E-FLOW SPEE	ED		***************************************
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1758	vph	1991	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	543		541	
Trucks and buses	4	⁹ 8	4	8
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1106	pcphpl	1103	pcphpl

___RESULTS_

Direction	1		2	EXHIBIT C
Flow rate, vp	1106	pcphpl	1103	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		C	
Density, D	18.7	pc/mi/ln	18.7	pc/mi/ln

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# OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year:

2004

Project ID:

Military Housing EIS Alt 1, 50% to SR 85, 6 units per acre

FRE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1747	vph	1969	vph
Peak-hour factor, PHF	0.81	<del></del>	0.92	
Peak 15-minute volume, v15	539		535	
Trucks and buses	4	<b>ે</b>	4	8
Recreational vehicles	0	96	0	8
Terrain type	Level		Level	
Grade	0.00	98	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1099	pcphpl	1091	pcphpl

____RESULTS_

Direction	1		2	EXHIBIT
Flow rate, vp	1099	pcphpl	1091	pcphp1
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		С	
Density, D	18.6	pc/mi/ln	18.5	pc/mi/ln

# EXHIBIT C

# ALTERNATIVE TWO EGLIN MAIN BASE AREA

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100

20

36

20

36

# TRAFFIC WILL AFFECT HIGHWAY 189, LOOK AT SECTIONS ON EACH SIDE OF SR 85 **IRAFFIC ANALYSES OF ALTERNATIVE TWO**

EAST DHV WEST DHV 649 NO BUILD 2014 710 D*(1+H)^12 2014 돔 % GROWTH ((G-A)/A)/7 PER YEAR (ASSUMED) K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT 11800 AADT 2007 Ű LS DHV Щ С 576 HS DHV D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC D*C INFORMATION COLLECTED BY FL DOT AT MILEPOST 5.816 ш DHV= 1206 A*B ۵ AADT IS ANNUAL AVERAGE DAILY TRAFFIC SECTION OF 189 BETWEEN 52 AND SR 389 52.24 *D30 ပ 10.22 *K30 8 11800 AADT 2002 ⋖

WEST DH

**EAST DHV** 

Z

Σ

NO BUILD 2019

2019 골 682

746

D*(1+H)^17

1428

THE UNITS IN THE SOUTHSIDE MANOR WOULD BE UTILIZED FIRST, THE REMAINING UNITS ASSUME 315 UNITS WILL BE ASSOCATED WITH HURLBERT FIELD WOULD BE PLACED ON EGLIN CENTER DIRECTION,

HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY

ASSUME ALL ENTERING TRIPS ARE HEARING EAST, ALL EXITING TRIPS ARE HEADING WEST. 0 77 210 0 8 0 25 80 EAST <del>4</del>5 8 25 7 2 8 **NEW HOUSING - NEW TRIPS GENERATED** entering entering entering exiting exiting exiting 3/acre 4/acre 6/acre

8 0

₹

8 0

5

A NET REDUCTION OF 90 UNITS ON EGLIN MAIN BASE - ASSUME NO AFFECT TO EXISTING TRAFFIC ASSUME EGLIN MILITARY COMMUTERS WILL NOT LEAVE BASE - REDUCE ENTERING TRIPS BY 67% ASSUME ALL MILITARY PERSONNEL WORK MORE REGIMENTED SCHEDULES THAN CIVILIANS. ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER ASSUME 25% OF MILITARY COMMUTERS NOT ACCOUNTED IN TRIP GENERATION BASELINE. ASSUMPTIONS ABOUT THIS ALTERNATIVE

BUILD 2019	B	BUILD 2014	BULL	
100	179	100	179	SUB TOTAL ADD

889 749	757 738	822 712
DESIGN PEAK HOUR 3/acre	DESIGN PEAK HOUR 4/acre	DESIGN PEAK HOUR 6/acre

782	770	745	
 925	903	859	

# TRAFFIC ANALYSES OF ALTERNATIVE TWO

THIS ALTERNATIVE WILL ALSO AFFECT SR 189 PAST THE SR 85 INTERSECTION

ASSUME SAME NET CHANGE IN TRAFFIC OCCURS ON THE SECTION OF ROADWAY

EXISTING TRAFFIC ON SECTION OF 189 BETWEEN MOODY DRIVE AND 52 INFORMATION COLLECT BY FL DOT AT MILEPOST 3.714

FORMULA

1	_	>			
	NO BUILD 2019	EAST DHV WEST DHV	z		2163
	NO BUI	<b>EAST DHV</b>	Σ		2366
	2019	DHV	J	D*(1+H)^17	4529
	NO BUILD 2014	EAST DHV WEST DHV	¥		1967
	INB ON	EAST DHV	Ŋ		2151
	2014	λНα		D*(1+H)^12	4118
	% GROWTH	PER YEAR	I	((G-A)/A)/7	1.92%
	2010	AADT	5		38000
		DHV LS DHV	F	D-E	1566
7.1 5.4 1.1 5.4		HS DHV	Ш	D*C	1712
	2003	DHV≖	Q	A*B	3278
IST COFFEE OF THE WIFE OF STATE		*D30	ပ		52.24
		*K30	В		10.22
370	2002	AADT	٨		33500

		BUIL	BUILD 2014
DESIGN PEAK HOUR	3/acre	2,330	2,067
DESIGN PEAK HOUR	4/acre	2,308	2,055
DESIGN PEAK HOUR	6/acre	2,264	2,030

2,263 2,251 2,226

2,545 2,523 2,479

**BUILD 2019** 

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# OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build Highway:

SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Build 2014 3 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	889	vph	749	vph
Peak-hour factor, PHF	0.84		0.86	
Peak 15-minute volume, v15	265		218	
Trucks and buses	4	8	4	8
Recreational vehicles	0	90	0	ક્ષ
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	539	pcphpl	444	pcphpl
	RESULTS			

Direction	1		2	EXHIBIT C
Flow rate, vp	539	pcphpl	444	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	A		A	
Density, D	9.1	pc/mi/lr	1 7.5	pc/mi/ln

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# ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04 Analysis Period: 2014 - Build

Highway: SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS alt 2 - Build 2014 4 units per acre

FREE	C-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW		mph	0.0	mph
Lateral clearance adjustment, FLC		mph	0.0	mph
Median type adjustment, FM		mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	867	vph	737	vph
Peak-hour factor, PHF	0.84		0.86	
Peak 15-minute volume, v15	258		214	
Trucks and buses	4	ક	4	<del>ે</del>
Recreational vehicles	0	%	0	8
Terrain type	Level		Level	
Grade	0.00	96	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	526	pcphpl	437	pcphpl

RESULTS_____

EXHIBIT C

				我让了"我是这是是是最多的
Direction	1		2	ACCOUNTS ON THE PROPERTY OF TH
Flow rate, vp	526	pcphpl	437	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	A		A	marronnament to consert all tales are designed as a second of
Density, D	8.9	pc/mi/ln	7.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Via A William Via A

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# ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/02/04
Analysis Period: 2014 - Build

Highway: SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS alt 2 - Build 2014 6 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME	·—————		
Direction	1		2	
Volume, V	822	vph	712	vph
Peak-hour factor, PHF	0.84	-	0.86	<u></u>
Peak 15-minute volume, v15	245		207	
Frucks and buses	4	96	4	8
Recreational vehicles	0	%	0	8
Terrain type	Level		Level	
Grade	0.00	g _e	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Frucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	499	pcphpl	422	pcphpl

____RESULTS_

Direction	1		2	EXHIBIT C
Flow rate, vp	499	pcphpl	422	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	- mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
eyel of service, LOS	A		A	
Density, D	8.5	pc/mi/lr	7.2	pc/mi/ln

HCS2000: Multilane Highways Release 4.1d

# EXHIBIT C

Michael J Smith

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# OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build Highway:

SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 2 SR 189 South of SR 85 3 units /ac

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph		mph
Lateral clearance adjustment, FLC		mph		mph
Median type adjustment, FM	0.0	mph		mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph		mph
	VOLUME			
Direction	1		2	
Volume, V	925	vph	782	vph
Peak-hour factor, PHF	0.84		0.86	
Peak 15-minute volume, v15	275		227	
Trucks and buses	4	용	4	ક
Recreational vehicles	0	8	0	g _o
Terrain type	Level		Level	
Grade	0.00	용	0.00	ક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	561	pcphpl	463	pcphpl

____RESULTS__

Direction	1		2	EXHIBIT C
Flow rate, vp	561	pcphpl	463	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	A		A	
Density, D	9.5	pc/mi/ln	7.8	pc/mi/ln

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# OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway: SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Alt 2 SR 189 South of SR 85 4 units /ac

FREE	-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	Εt	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	903	vph	770	vph
Peak-hour factor, PHF	0.84	~	0.86	Au
Peak 15-minute volume, v15	269		224	
Trucks and buses	4	용	4	ક
Recreational vehicles	0	<b>ુ</b>	0	8
Terrain type	Level		Level	
Grade	0.00	용	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1,2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	548	pcphpl	456	pcphpl
	_RESULTS_			

				EXHIBIT (
Direction	1		2	
Flow rate, vp	548	pcphpl	456	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	A		A	
Density, D	9.3	pc/mi/ln	7.7	pc/mi/ln

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# ____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04

Analysis Period: 2019 - Build

Highway: SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS Alt 2 SR 189 South of SR 85 6 units /ac

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Ríght edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Diviđed		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME		<del></del>	
Direction	1		2	
Volume, V	859	vph	745	vph
Peak-hour factor, PHF	0.84		0.86	
Peak 15-minute volume, v15	256		217	
Trucks and buses	4	ક	4	ુક જ
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	olo .
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
	0 000		0.980	
Heavy vehicle adjustment, fHV Flow rate, vp	0.980 521	pcphpl	441	pcphp1

Direction	1		2	EXHIBIT C
Flow rate, vp	521	pcphpl	441	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	A		A	
Density, D	8.8	pc/mi/ln	7.5	pc/mi/ln

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway: SR 189 North of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS all alt Build 2014 3 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2330	vph	2067	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	654		533	
Trucks and buses	4	ક્ષ	4	ક
Recreational vehicles	0	8	0	용
Terrain type	Level		Level	
Grade	0.00	ક	0.00	ક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
ecreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1335	pcphpl	1086	pcphpl
	RESULTS			

EXHIBIT C

Direction	1		2	
Flow rate, vp	1335	pcphpl	1086	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
eyel of service, LOS	C			
Density, D	22.6	pc/mi/lr	n 18.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

.

HCS2000: Multilane Highways Release 4.1d

## **EXHIBIT C**

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04

Analysis Period: 2014 - Build

Highway: SR 189 North of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS all alt Build 2014 4 units per acre

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1	•	2	
Volume, V	2308	vph	2055	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	648		530	
Trucks and buses	4	용	4	ક
Recreational vehicles	0	g _o	0	ક
Terrain type	Level		Level	
Grade	0.00	B	0.00	Q6
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1322	pcphpl	1080	pcphpl

_____RESULTS_____

Direction	1		2	EXHIBIT C
Flow rate, vp	1322	pcphp1	1080	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		<u></u>	
Density, D	22.4	pc/mi/ln	18.3	pc/mi/ln

HCS2000: Multilane Highways Release 4.1d

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## OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04 Analysis Period: 2014 - Build

Highway:

From/To:

SR 189 North of SR 85

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS all alt Build 2014, 6 units per acre

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME	***************************************	hid-m/	
Direction	1		2	
Volume, V	2264	vph	2030	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	636		523	
Trucks and buses	4	8	4	Se S
Recreational vehicles	0	ક	0	<b>ે</b>
Terrain type	Level		Level	
Grade	0.00	용	0.00	Q.
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1297	pcphpl	1067	pcphpl

___RESULTS_____

Direction	1		2	EXHIBIT C
Flow rate, vp	1297	pcphpl	1067	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		C	
Density, D	22.0	pc/mi/ln	18.1	pc/mi/ln

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC 11/02/04

Analysis Period: 2019 - Build

Highway: SR 189 North of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS all alt Build 2019, 3 units per acre

FREE	-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2545	vph	2263	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	715		583	
Trucks and buses	4	શ્રુ	4	Ş
Recreational vehicles	0	용	0	8
Terrain type	Level		Level	
Grade	0.00	96	0.00	g _g
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1458	pcphpl	1189	pcphpl

_____RESULTS_____

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1458	pcphpl	1189	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	58.8	mph	59.0	mph
evel of service, LOS		و المراقعة المنظم المستنفين في المراقعة المراقعة المراقعة المراقعة المنظمة المنظمة المنظمة المنظمة المنظمة المراقعة المنظمة المراقعة المنظمة ا	<u> </u>	
Density, D	24.8	pc/mi/ln	20.2	pc/mi/ln

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## OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/02/04 Analysis Period: 2019 - Build

Highway: SR 189 North of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS all alt Build 2019, 4 units per acre

			_	
Direction Lane width	1 12.0	ft	2 12.0	ft
Lateral clearance:	12.0	Ιţ	12.0	IC
	6.0	£ L	C 0	£
Right edge Left edge	6.0	ft ft	6.0 6.0	ft ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4	I C	4	ı C
Median type	Divided		u Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mpn	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
rice riow speed	32.0	1111111	33.0	щұл
	VOLUME			
Dinashian	1		2	
Direction	1	la	2	
Volume, V Peak-hour factor, PHF	2523 0.89	vph	2251 0.97	vph
Peak 15-minute volume, v15	709		580	
Trucks and buses		9 ₆		Ο.
Recreational vehicles	4 0	8	4 0	& &
	V	ð	•	ъ
Terrain type Grade	Level	ફ	Level	Q.
···· · · · · · · · · · · · · · ·	0.00	=	0.00	% :
Segment length	0.00	mi	0.00	mì
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1445	pcphpl	1183	pcphpl
	_RESULTS_			

					LAMIDIA
Direction	1		2		
Flow rate, vp	1445	pcphpl	1183		pcphpl
Free-flow speed, FFS	59.0	mph	59.0	•	mph
Avg. passenger-car travel speed, S	58.9	mph	59.0		mph
evel of service, LOS	C		C		
Density, D	24.5	pc/mi/ln	20.1		pc/mi/ln

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2019 - Build

Highway: SR 189 North of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS all alt Build 2019, 6 units per acre

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
	vonomis			***************************************
Direction	1		2	
Volume, V	2479	vph	2226	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	696		574	
Trucks and buses	4	ક	4	96
Recreational vehicles	0	8	0	%
Terrain type	Level		Level	
Grade	0.00	ક	0.00	િક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1420	pcphpl	1170	pcphpl

EXHIBIT C

Direction	1		2	
Flow rate, vp	1420	pcphpl	1170	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	<u>C</u>		<u>C</u>	
Density, D	24.1	pc/mi/ln	19.8	pc/mi/ln

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## ___OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

SR 189 North of SR 85

From/To:

Jurisdiction:

Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS all alternatives No Build SR 85

Direction	1		2	
Jane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2330	vph	2067	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	654		533	
Trucks and buses	4	용	4	%
Recreational vehicles	0	ક	0	%
Terrain type	Level		Level	
Grade	0.00	ષ્ટ	0.00	<b>ે</b>
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1335	pcphpl	1086	pcphpl

Direction	1		2	EXHIBIT (
Flow rate, vp	1335	pcphpl	1086	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		С	yer
Density, D	22.6	pc/mi/ln	18.4	pc/mi/ln

## HCS2000: Multilane Highways Release 4.1d

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## OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: SAIC Date: 11/02

11/02/04

Analysis Period: 2014 - Build

Highway: SR 189 South of SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia
Analysis Year: 2004
Project ID: Military Housing EIS all alternatives No Build SR 85

FREE-FLOW SPEED___ 1 2 Direction 12.0 ft 12.0 ft Lane width Lateral clearance: 6.0 ft 6.0 6.0 ft Right edge 6.0 Left edge £t 12.0 ft Total lateral clearance 12.0 Access points per mile Median type Divided Divided Free-flow speed: Base Base mph mph mph mph mph 60.0 60.0 FFS or BFFS mph Lane width adjustment, FLW 0.0 0.0 mph Lateral clearance adjustment, FLC 0.0 0.0 mph Median type adjustment, FM 0.0 mph Access points adjustment, FA 1.0 1.0 mph Free-flow speed 59.0 59.0 mph VOLUME Direction 1 2 Volume, V 889 749 vph vph Peak-hour factor, PHF 0.84 0.86 Peak 15-minute volume, v15 265 218 Trucks and buses 4 4 0 Recreational vehicles ક 0 Terrain type Level Level જ Grade 0.00 <del>ુ</del> 0.00 Segment length 0.00 0.00 mí Number of lanes 2 2 Driver population adjustment, fP 1.00 1.00 Trucks and buses PCE, ET 1.5 1.5 ecreational vehicles PCE, ER 1.2 1.2 0.980 Heavy vehicle adjustment, fHV 0.980 Flow rate, vp 539 pcphpl 444 pcphpl

___RESULTS_

EXHIBIT C Direction 1 2 539 pcphpl 444 pcphp1 Flow rate, vp 59.0 Free-flow speed, FFS 59.0 mph mph Avg. passenger-car travel speed, S 59.0 59.0 mph mph evel of service, LOS pc/mi/ln pc/mi/ln 7.5 Density, D

## ALTERNATIVES THREE AND FOUR POQUITO BAYOU AREA

## AND CAMP PINCHOT AREA

The second of th

TRAFFIC ANALYSES OF ALTERNATIVES THREE AND FOUR

Camp Pinchot and Poquito Bayou Expansion

CAMP PINCHOT TRAFFIC WILL USE HIGHWAY 189, POQUITO BAYOU CAN EITHER USE HIGHWAY 189, HIGHWAY 50, OR SPLIT BETWEEN THE TWO. NEW HOUSING - NEW TRIPS GENERATED

Camp Pinchot					
	3/acre	entering	376	196	180
		exiting	212	111	101
	4/acre	entering	488	255	233
		exiting	274	143	131
	6/acre	entering	703	367	336
		exiting	395	206	189
Poquito Bayou	3/acre	entering	603	315	288
		exiting	339	177	162
	4/acre	entering	480	251	229
		exiting	270	141	129
	6/acre	entering	221	115	106
		exiting	124	65	59

# SCENARIO 1 - ASSUME ALL POQUITO BAYOU TRAFFIC WILL USE SR 189

CAMP PINCHOT TRAFFIC WILL ALSO USE HIGHWAY 189

SECTION OF 189 BETWEEN 52 AND SR 389
INFORMATION COLLECTED BY FL DOT AT MILEPOST 5.816

INFORMATION COLLECTED BY FL DOTAL MILEPOST 5,816	JEDBY	-L DOL AL	WILEPUSI	3,810									
2002			2003			2010	нтwояр %	2014	ING ON	NO BUILD 2014	2019	ING ON	NO BUILD 2019
AADT	*K30	*D30	=NHO	HS DHV	LS DHV	AADT	PER YEAR	ΔHΩ	EAST DHV	EAST DHVWEST DHV	ΔHΩ	EAST DHV WEST DHV	WEST DHV
⋖	œ	0	٥	ш	il.	5	I	_	7	Х	_4	Σ	Z
FORMULA			A*B	၁့၀	D-E		((G-A)/A)/7	D*(1+H)^12			D*(1+H)^17		
33500	10.22	52.24	3278	1712	1566	38000	1.92%	4118	2151	1967	4529	2366	2163
AADT IS ANNUAL AVERAGE DAILY TRAFFIC	RAGE DAII	LY TRAFFI	ပ										
K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT	SED TO 0	BTAIN THE	E DHV (DES	IGN HOURI	Y VOLUME	E) FROM A	ADT						
D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF 1	TWEEN TI	HE DIRECT	TIONS OF T	<b>FRAFFIC</b>									
HS DHV IS TRAFFIC GOING IN HIGHER VOLUME DIRECTION - FOR PM RUSH ASSUME OUT OF CITY (EAST)	H NI SNIC	IGHER VO	LUME DIRE	CTION - FO	IR PM RUSI	HASSUME	OUT OF CITY	(EAST)					
DIRECTION,	LS DHV IS	TRAFFIC	LS DHV IS TRAFFIC GOING IN [	LOWER VOLUME SIDE OF ROADWAY	JUME SIDE	OF ROAD	WAY						
<b>NEW HOUSING - NEW TRIPS GENERATED PER TRIP</b>	TRIPS GE	NERATED	PER TRIP	GENERATION	×								
				east	west								
POQUITO B3/acre			3/acre	799	731	731 worst case			799	731		799	731
4/acre			4/acre	790	722								
6/acre			6/acre	754	689								
ASSUMPTIONS ABOUT THIS ALTERNATIVE	THIS AL.	<b>TERNATIV</b>	E										,
A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE - ASSUME NO EFFECT TO EXISTING TRAFFIC	9 UNITS C	N EGLIN	MAIN BASE	- ASSUME	NO EFFEC	T TO EXIS	TING TRAFFIC						
ASSUME ALL MILITARY PERSONNEL WORK MORE	Y PERSO!	NNEL WOF		EGIMENTE	D SCHEDU	LES THAN	REGIMENTED SCHEDULES THAN CIVILIANS.						
ASSUME ONE MILITARY COMMUTER PER UNIT AND	IY COMMI	UTER PER	UNIT AND	ONE VEHICLE PER MILITARY COMMUTER	LE PER MI	LITARY CO	OMMUTER						
ASSUME 25% OF MILITARY COMMUTERS NOT ACCOUNTED IN TRIP GENERATION BASELINE	<b>TARY CON</b>	AMUTERS	NOT ACCO	UNTED IN 1	IRIP GENE	RATION B	ASELINE.		200	183		200	183
							SUB TOTAL ADD	ADD	666	913		666	913
									A REF 2 344			4 127 1 12	0,00

		BUILD ;	2014	BUIL	IUILD 2019
DESIGN PEAK HOUR	3/acre	3,150	2,880	3,365	3'0'6
<b>DESIGN PEAK HOUR</b>	4/acre	3,139	2,870	3,353	3,066
DESIGN PEAK HOUR	6/acre	3,094	2,828	3,308	3,025

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Flordia SR 189

Highway: From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS alt 3 & 4 - all PB SR189 - 3 UNITS PER ACRE

FREI	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3150	vph	2880	vph
Peak-hour factor, PHF	0.89	4	0.97	•
Peak 15-minute volume, v15	885		742	
Trucks and buses	4	ક	4	8
Recreational vehicles	Ö	96	0	96
Terrain type	Level	-	Level	-
Grade	0.00	8	0.00	ક્ષ
Segment length	0.00	mi	0.00	mí
Number of lanes	2	*******	2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1805	pcphpl	1514	pcphpl
	RESULTS_			

## EXHIBIT C

Direction	1		2	
Flow rate, vp	1805	pcphpl	1514	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.1	mph	53.6	mph
evel of service, LOS	D	=====;	D	
Density, D	34.6	pc/mi/ln	28.2	pc/mi/ln

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date: Analysis Period: 2014 - Build

11/08/04

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia
Analysis Year: 2004
Project ID: Eglin F

Eglin EIS alt 3 & 4 - all PB SR189 - 4 UNITS PER ACRE

FRE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			***************************************
Direction	1		2	
Volume, V	3139	vph	2870	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	882		740	
Trucks and buses	4	ક	4	9
Recreational vehicles	0	%	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	Q ₀
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1798	pcphpl	1508	pcphpl

RESULTS_____

Direction		1		2	EXHIBIT C
Flow rate, vp		1798	pcphpl	1508	pcphpl
Free-flow speed, FFS		54.0	mph	54.0	mph
Avg. passenger-car travel speed,	S	52.2	mph	53.7	mph
evel of service, LOS	يرسوبير وبدري	D		D	
Density, D		34.5	pc/mi/ln	28.1	pc/mi/ln

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## OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co:

SAIC

Date: Analysis Period: 2014 - Build

11/08/04

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia
Analysis Year: 2004
Project ID: Eglin EIS alt 3 & 4 - all PB SR189 - 6 UNITS PER ACRE

Direction	4		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	£t
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	£t	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph		mph
	VOLUME			
Direction	1		2	
Volume, V	3094	vph	2828	vph
Peak-hour factor, PHF	0.89	····	0.97	-
Peak 15-minute volume, v15	869		729	
Trucks and buses	4	8	4	96
Recreational vehicles	0	g _e	0	96
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1772	pcphpl	1486	pcphpl
	RESULTS_			

Direction	1		2	EXHIBIT C
Flow rate, vp	1772	pcphpl	1486	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.3	mph	53.8	mph
evel of service, LOS	D		D	
Density, D	33.9	pc/mi/ln	27.6	pc/mi/ln

HCS2000: Multilane Highways Release 4.1d

## EXHIBIT C

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____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC 11/08/04 Date: Analysis Period: 2019 - Build Highway: Flordia SR 189 From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS alt 3 & 4 - all PB SR189 - 3 UNITS PER ACRE

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3365	vph	3076	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	945		793	
Trucks and buses	4	용	4	8
Recreational vehicles	0	Se	0	ક
Terrain type	Level		Level	
Grade	0.00	용	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1928	pcphpl	1617	pcphpl

RESULTS_____

Direction	1		2	EXHIBIT C
Flow rate, vp	1928	pcphpl	1617	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	51.3	mph	53.2	mph
evel of service, LOS	E		D	
Density, D	37.6	pc/mi/ln	30.4	pc/mi/ln

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## ____OPERATIONAL ANALYSIS______OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/08/04

Analysis Period: 2019 - Build Flordia SR 189

Highway:

2014 to 2019

From/To:

Jurisdiction: Flordia
Analysis Year: 2004
Project ID: Eglin EIS alt 3 & 4 - all PB SR189 - 4 UNITS PER ACRE

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME		,	
Direction	1		2	
Volume, V	3353	vph	3066	vph
Peak-hour factor, PHF	0.89	A T-21	0.97	, D, **
Peak 15-minute volume, v15	942		790	
Trucks and buses	4	8	4	ક
Recreational vehicles	Õ	96	0	96
Terrain type	Level	v	Level	v
Grade	0.00	%	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2	4-3-4 mbs	2	A ST AND
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1921	pcphp1	1612	pcphpl
	RESULTS			

EXHIBIT C

Direction	1		2	
Flow rate, vp	1921	pcphpl	1612	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	51.4	mph	53.2	mph
evel of service, LOS	E		D	
Density, D	37.4	pc/mi/ln	30.3	pc/mi/ln

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## ____OPERATIONAL ANALYSIS______

Analyst: Michael J. Smith

Agency/Co: SAIC Date: 11/08/04

Analysis Period: 2019 - Build

Highway: Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia
Analysis Year: 2004
Project ID: Eglin EIS alt 3 & 4 - all PB SR189 - 6 UNITS PER ACRE

FREE	-FLOW SPEE			
Direction	1		2	
Lane width	12.0	ft	12.0	Et
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW		mph		mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3308	vph	3025	vph
Peak-hour factor, PHF	0.89		0.97	- <b>1</b>
Peak 15-minute volume, v15	929		780	
Trucks and buses	4	%	4	8
Recreational vehicles	0	Q.	0	%
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp		pcphpl		pcphpl
	_RESULTS			

EXHIBIT C

					Mid-Wall Wall State Will add to the Agency State Color Agency	
	Direction	1		2		
Flow rate, vp		1895	pcphpl	1590	pcphpl	
Free-flow speed, FI	FS	54.0	mph	54.0	mph	
Avg. passenger-car	travel speed, S	51.5	mph	53.3	mph	
evel of service, I	LOS	E		D		
Density, D		36.8	pc/mi/ln	29.8	pc/mi/ln	

## SCENARIO 2 - ASSUME ALL POQUITO BAYOU TRAFFIC ON TO SR 85 EXISTING TRAFFIC ON SR 85

	***************************************		
<del>*</del>	いっこのことは	データーク ここの こうばい マース・アース・アース・アース・アース・アース・アース・アース・アース・アース・ア	
	ול היינות ביות ביות ביות ביות ביות ביות ביות בי	C FOCEL SET FOR EVEN FOR FOR FOR STRUCKERS	

		2002			2007	% GROWTH	2014	NO BUI	NO BUILD 2014	2019	NO BUI	NO BUILD 2019
*K30	*D30	DHV=	HS DHV	LS DHV	AADT	PER YEAR	ΔНΩ	EAST DHV	EAST DHVWEST DH\	ΛHΩ	AHQ SH	LS DHV
80	၁	٥	ш	ᄔ	ŋ	I	_	7	ᅩ	7	7	Z
		A*B	D*C	Ä		((G-A)/A)/5	D*(1+H)^12			D*(1+H)^17		
10.22	52.24	1947	1017	930	22000	2.11%	2502	1307	1195	2690	1405	1285
GE DA	AADT IS ANNUAL AVERAGE DAILY TRAFFIC	O	-									
ED 70 (	<b>JBTAIN THE</b>	E DHV (DES	K30 IS THE FACTOR USED TO OBTAIN THE DHY (DESIGN HOURLY VOLUME) FROM AADT	Y VOLUME	E) FROM A	ADT						
<b>MEEN 1</b>	THE DIRECT	D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	RAFFIC									
RIPS GI	<b>NEW HOUSING - NEW TRIPS GENERATED</b>											
			EAST	WEST								
3/acre		3/acre	492	450								
									***************************************			
4/acre		4/acre	392	358								
6/acre		6/acre	180	165	165 worst case			180	165		180	165
THIS AL	ASSUMPTIONS ABOUT THIS ALTERNATIVE	ш										
SLIND	ON EGLIN	A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE -	- ASSUME	NO EFFEC	T TO EXIS	<b>ASSUME NO EFFECT TO EXISTING TRAFFIC</b>	۰					
YED BY	HURLBER	315 UNITS (16%) OCCUPIED BY HURLBERT MILITARY	COMMUTERS	RS								
JPIED B	Y EGLIN MI	1649 UNITS (84%) OCCUPIED BY EGLIN MILITARY COMMUTERS	MMUTERS									
PERSO	NNEL WOF	3K MORE R	EGIMENTEI	SCHEDU	<b>LES THAN</b>	ASSUME ALL MILITARY PERSONNEL WORK MORE REGIMENTED SCHEDULES THAN CIVILIANS.					**************************************	
Y COMM	<b>IUTER PER</b>	UNIT AND	ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER	LE PER MII	LITARY CC	OMMUTER		45	41		45	41
ARY CO	MMUTERS	ASSUME 25% OF MILITARY COMMUTERS NOT ACCO	UNTED IN TRIP GENERATION BASELINE	RIP GENE	RATION B	ASELINE.						
						SUB TOTAL	ADD	225	506		225	206
				,				ITINB	BUILD 2014		BUILI	BUILD 2019
					DESIGN P	<b>DESIGN PEAK HOUR</b>	3/acre	1,922	1,757		2,021	1,847
					DESIGN P	DESIGN PEAK HOUR	4/acre	1,797	1,643		1,895	1,733
					DESIGN P	DESIGN PEAK HOUR	6/acre	1,532	1,401		1,631	1,491

HCS2000: Multilane Highways Release 4.1d EXHIBIT C

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## ___OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co: Date:

SAIC

11/08/04

Analysis Period: 2014 - Build

Highway: SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 2, all PB SR 85, 3 UNITS ACRE

Direction	1		2	
Lane width	12.0	Et	12.0	ft
Cateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME	raders described a selection construction described accordingly construction of selection described to the described and the selection describ		
Direction	1		2	
Volume, V	1922	vph	1757	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	593		477	
	4	9	4	96
Prucks and buses	-		_	ક
Trucks and buses Recreational vehicles	Ô	용	0	ъ
		ક	0 Level	ð
Recreational vehicles	0	96 96	· ·	8
Recreational vehicles Terrain type	0 Level	ū	Level	•
Recreational vehicles Terrain type Grade	0 Level 0.00	e .	Level	8
Recreational vehicles Terrain type Grade Segment length	0 Level 0.00 0.00	e .	Level 0.00 0.00	8
Recreational vehicles Terrain type Grade Segment length Jumber of lanes	0 Level 0.00 0.00	e .	Level 0.00 0.00	8
Recreational vehicles Terrain type Grade Segment length Tumber of lanes Oriver population adjustment, fP	0 Level 0.00 0.00 2	e .	Level 0.00 0.00 2	8
Recreational vehicles Terrain type Grade Segment length Tumber of lanes Oriver population adjustment, fP Trucks and buses PCE, ET	0 Level 0.00 0.00 2 1.00	e .	Level 0.00 0.00 2 1.00 1.5	8

RESULTS

Direction	1		2	EXHIBIT C
Flow rate, vp	1210	pcphpl	973	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		В	
Density, D	20.5	pc/mi/ln	16.5	pc/mi/ln

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## ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 2, all PB SR 85, 4 UNITS ACRE

FREE	E-FLOW SPEE	ED		
Direction	1		2	
Lane width	12.0	Et	12.0	£t
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1797	vph	1643	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	555		446	
Trucks and buses	4	90	4	9
Recreational vehicles	0	8	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1131	pcphpl	910	pcphpl

RESULTS

## EXHIBIT C

Direction	1		2	
Flow rate, vp	1131	pcphpl	910	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		В	
Density, D	19.2	pc/mi/lr	15.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 2, all PB SR 85, 6 UNITS ACRE

____RESULTS_____

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1532	vph	1401	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	473		381	
Trucks and buses	4	ક્ટ ક	4	₽ S
Recreational vehicles	0	ષ્ટ્ર	0	Q ₀
Terrain type	Level		Level	
Grade	0.00	용	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	964	pcphpl	776	pcphpl

Direction	1		2	
Flow rate, vp	964	pcphpl	776	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	16.3	pc/mi/ln	13.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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HCS2000: Multilane Highways Release 4.1d

Michael J Smith

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### ____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Alt 3 S 2, all PB SR 85, 3 UNITS ACRE

FREE	-FLOW SPEE	ED		
Direction	1		2	
Lane width	12.0	Et	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	***			
	VOLUME			
Direction	1		2	
Volume, V	2021	vph	1847	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	624		502	
Trucks and buses	4	જ	4	ુક જ
Recreational vehicles	0	ક	0	<del>ે</del>
Terrain type	Level		Level	
Grade	0.00	용	0.00	95
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Oriver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	

____RESULTS_____

Direction	1		2	
Flow rate, vp	1272	pcphpl	1023	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	С		В	
Density, D	21.6	pc/mi/ln	17.3	pc/mi/ln

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____OPERATIONAL ANALYSIS_____

Fax: 314-344-4349

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/08/04
Analysis Period: 2019 - Build

Highway: SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 2, all PB SR 85, 4 UNITS ACRE

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1895	vph	1733	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	585		471	
Trucks and buses	4	%	4	્રેક
Recreational vehicles	0	8	0	용
Terrain type	Level		Level	
Grade	0.00	96	0.00	용
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
	1.5		1.5	
Trucks and buses PCE, ET			1.2	
Trucks and buses PCE, ET Recreational vehicles PCE, ER	1.2		1.2	
	1.2 0.980		0.980	

_____RESULTS_____

Direction	1		2	
Flow rate, vp	1193	pcphpl	960	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		В	
Density, D	20.2	pc/mi/lr	16.3	pc/mi/ln

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____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 2, all PB SR 85, 6 UNITS ACRE

Direction	1		2	
Lane width	12.0	Et	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	£t
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1631	vph	1491	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	503		405	
Trucks and buses	4	8	4	%
Recreational vehicles	0	ક	0	웜
Terrain type	Level		Level	
Grade	0.00	ફ	0.00	96
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Ttoning trability and transmit fitty	0.980		0.980	
Heavy vehicle adjustment, fHV	0.500		826	

_____RESULTS_____

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1026	pcphpl	826	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	17.4	pc/mi/ln	14.0	pc/mi/ln

# SCENARIO 2 SR 189

NO BUILD 2019	EAST DHV WEST DHV	z		2163											524							131	2,819	BUILD 2019	2,514	2,618	2,819
NO BUI	EAST DHV	Z		2366					***************************************						574							143	3,083	BUILI	2,750	2,864	3,083
2019	ΛHQ	J	D*(1+H)^17	4529																							
NO BUILD 2014	EAST DHVWEST DHV	¥		1967											524							131	2,622	BUILD 2014	2,318	2,422	2,622
NO BUI	EAST DHV	7		2151									٠		574							143	2,868	TIIN8	2,535	2,649	2,868
2014	ΛНО		D*(1+H)^12	4118				FCITY							 								ADD		3/acre	4/acre	6/acre
% GROWTH	PER YEAR	I	((G-A)/A)/7	1,92%		ADT		ROADWAY - FOR PM RUSH ASSUME OUT OF CITY	4DWAY								- ASSUME NO EFFECT TO EXISTING TRAFFIC			EGIMENTED SCHEDULES THAN CIVILIANS.	MMUTER	ASELINE.	SUB TOTAL		DESIGN PEAK HOUR	DESIGN PEAK HOUR	DESIGN PEAK HOUR
2010	AADT	5		38000		E) FROM A		A RUSH AS:	ON OF RO/						524 worst case		T TO EXIS			ILES THAN	LITARY CC	RATION B			DESIGN PI	DESIGN PI	DESIGN PI
	LS DHV	ш	D H	1566		LY VOLUM		Y - FOR PA	E DIRECTI	2	-	281		364			NO EFFEC	ERS		D SCHEDL	LE PER M	TRIP GENE		•			
	HS DHV	ш	သ္ထ	1712		IGN HOUR	RAFFIC		OWER SID	<b>SENERATION</b>		307		398	574		- ASSUME	COMMUTERS	MMUTERS	EGIMENTE	ONE VEHIC	UNTED IN					
2003	=\NHQ	Q	A*B	3278	0	: DHV (DES	IONS OF T	ECTION OF	GOING IN L	PER TRIP (	NOM EGLIN	3/acre		4/acre	6/acre	11.1	<b>MAIN BASE</b>	<b>I MILITARY</b>	LITARY CO	IK MORE R	<b>UNIT AND</b>	NOT ACCO					
	*D30	ပ		52.24	LY TRAFFI(	BTAIN THE	HE DIRECT	IGHER DIR	THAFFIC	NERATED	NG ARE FF					TERNATIVI	N EGLIN	HURLBER'	EGLIN MI	NNEL WOF	<b>UTER PER</b>	<b>AMUTERS</b>					
	*K30	8		10.22	RAGE DAII	SED TO O	TWEEN TI	NOING IN H	LS DHV IS	TRIPS GE	S ENTER!	3/acre		4/acre	6/acre	IT THIS AL	49 UNITS C	UPIED BY	<b>CUPIED BY</b>	<b>3Y PERSOI</b>	RY COMMI	ITARY COL					
2002	AADT	4		33500	AADT IS ANNUAL AVERAGE DAILY TRAFFIC	K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT	D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF	CENTER DIRECTION, LS DHV IS TRAFFIC GOING IN LOWER SIDE DIRECTION OF ROADWAY	<b>NEW HOUSING - NEW TRIPS GENERATED PER TRIP GENERATION</b>	<b>ASSUME 67% OF TRIPS ENTERING ARE FROM EGLIN</b>	CHOT				<b>ASSUMPTIONS ABOUT THIS ALTERNATIVE</b>	A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE	315 UNITS (16%) OCCUPIED BY HURLBERT MILITARY	1649 UNITS (84%) OCCUPIED BY EGLIN MILITARY COMMUTERS	ASSUME ALL MILITARY PERSONNEL WORK MORE RI	ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER	ASSUME 25% OF MILITARY COMMUTERS NOT ACCOUNTED IN TRIP GENERATION BASELINE.					
		FORMULA			AADT IS AN	K30 IS THE	D30 IS THE	HS DHV IS	CENTER D	NEW HOUS	ASSUME 6	CAMP PINCHOT				ASSUMPTI	A REDUCT	315 UNITS	1649 UNITS	<b>ASSUME A</b>	ASSUMEO	<b>ASSUME 2</b>					

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### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Flordia SR 189

Highway: From/To:

2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 3 UNITS ACRE

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2535	vph	2318	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	782		630	
Trucks and buses	4	ૡ	4	8
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1596	pcphpl	1284	pcphpl

_____RESULTS_____

Direction	1		2	
Flow rate, vp	1596	pcphpl	1284	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.3	mph	54.0	mph
evel of service, LOS	D		C	
Density, D	30.0	pc/mi/ln	23.8	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordía Analysis Year: 2004

Project ID:

Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 4 UNITS ACRE

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2649	vph	2422	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	818		658	
Trucks and buses	4	95	4	8
Recreational vehicles	0	8	0	8
Terrain type	Level		Level	
Grade	0.00	ક્ર	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1667	pcphpl	1342	pcphpl
	D TO 0111 FD 0			

____RESULTS_

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9496		 ***	45.	- AR	34

				LADID:
Direction	1		2	
Flow rate, vp	1667	pcphpl	1342	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.9	mph	54.0	mph
evel of service, LOS	D		C	
Density, D	31.5	pc/mi/ln	24.9	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/02/04

Analysis Period: 2014 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 6 UNITS ACRE

_____RESULTS_____

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2868	vph	2622	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	885		712	
Trucks and buses	4	8	4	8
Recreational vehicles	0	<del>ુ</del>	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	<del>જ</del>
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1805	pcphpl	1453	pcphpl

Direction	1		2	EXHIBIT C
Flow rate, vp	1805	pcphpl	1453	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.1	mph	53.9	mph
evel of service, LOS	D		D	
Density, D	34.6	pc/mi/ln	27.0	pc/mi/ln

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### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia Analysis Year:

2004

Project ID:

Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 3 UNITS ACRE

____RESULTS_____

FRE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME		· · · · · · · · · · · · · · · · · · ·	
Direction	1		2	
Volume, V	2750	vph	2514	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	849		683	
Trucks and buses	4	ş	4	ક
Recreational vehicles	0	ફ	0	્ર
Terrain type	Level		Level	
Grade	0.00	ક	0.00	ર્જ
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1731	pcphpl	1393	pcphpl

Direction	1		2	EXHIBIT C
Flow rate, vp	1731	pcphpl	1393	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.6	mph	54.0	mph
evel of service, LOS	D		С	
Density, D	32.9	pc/mi/ln	25.8	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year:

2004

Project ID: Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 4 UNITS ACRE

_____RESULTS______

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2864	vph	2618	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	884		711	
Trucks and buses	4	용	4	₽ S
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	B	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1803	pcphpl	1451	pcphpl

				EXHIBIT (	7
Direction	1		2		***
Flow rate, vp	1803	pcphpl	1451	pcphpl	
Free-flow speed, FFS	54.0	mph	54.0	mph	
Avg. passenger-car travel speed, S	52.1	mph	53.9	mph	
evel of service, LOS	D		D	and the ball of the transmission of the transm	
Density, D	34.6	pc/mi/li	n 26.9	pc/mi/ln	

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

SAIC

Agency/Co: Date: Date:

11/08/04

Highway:

Analysis Period: 2019 - Build Flordia SR 189

2014 to 2019

From/To:

Jurisdiction: Flordia
Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - Scenario 2 - all PB to SR 85 6 UNITS ACRE

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
ree-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
ree-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3083	vph	2819	vph
Peak-hour factor, PHF	0.81	. Tr. r.y	0.92	. T.,
Peak 15-minute volume, v15	952		766	
Trucks and buses	4	98	4	8
Recreational vehicles	0	96	0	96
Perrain type	Level	-	Level	_
Grade	0.00	95	0.00	95
Segment length	0.00	mi	0.00	mi
Number of lanes	2	oter to an enterer	2	22.000
	1.00		1.00	
uriver population admistment. Th	1.5		1.5	
Oriver population adjustment, fP				
Trucks and buses PCE, ET			1.2	
	1.2		1.2 0.980	

RESULTS_____

Direction	1		2	EXHIBIT C
Flow rate, vp	1941	pcphpl	1562	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	51.2	mph	53.4	mph
evel of service, LOS	<u>E</u>	er og er men som er men er en er	D	in ser sing for eliminate signific to immerce of the format of the forma
Density, D	37.9	pc/mi/ln	29.2	pc/mi/ln

2,906

3,057 3,108 3,196

2,843 2,894 2,981

> 4/acre 6/acre

DESIGN PEAK HOUR DESIGN PEAK HOUR DESIGN PEAK HOUR

# SCENARIO 3 - ASSUME ALL TRAFFIC FROM POQUITO BAYOU SPLITS 50/50 BETWEEN SR 85 AND SR 189

EXISTING TRAFFIC ON SECTION OF 189 BETWEEN MOODY DRIVE AND 52 INFORMATION COLLECT BY FL DOT AT MILEPOST 3.714

2002 2003	2002			2003			2010	% GROWTH	2014	NO BUI	NO BUILD 2014	2019	NO BUILD 2019	.D 2019
	AADT	*K30	*D30	DHV=	HS DHV	LS DHV	AADT	PER YEAR	DHV	EAST DHVWEST DHV	WEST DH\	ΛHQ	EAST DHV WEST DHV	WEST DHV
FORMULA	٧	B	ပ	۵	ш	ŭ.	5	I	-	7	¥		Z	Z
				A*B	D*C	Ď.		/(G-A)/A)/7	D*(1+H)^12			D*(1+H)^17		
	33500	10.22	52.24	3278	1712	1566	38000	1.92%	4118	2151	1967	4529	2366	2163
AADT IS ANNUAL AVERAGE DAILY TRAFFIC	NUAL AVE	RAGE DAIL	LY TRAFFIC	0										
K30 IS THE	FACTOR L	JSED TO 0	BTAIN THE	E DHV (DES	K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT	Y VOLUME	FROM A	ADT						
D30 IS THE	"SPLIT" BE	ETWEEN TI	HE DIRECT	D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	RAFFIC									
HS DHV IS	TRAFFIC G	NOING IN H	IIGHER DIF	RECTION OF	F ROADWAY	Y - FOR PM	I RUSH AS	HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY	FCITY	W4444				***************************************
CENTER DI	RECTION,	LS DHV IS	3 TRAFFIC	GOING IN L	CENTER DIRECTION, LS DHV IS TRAFFIC GOING IN LOWER SIDE DIRECTION OF ROADWAY	E DIRECTIC	ON OF RO,	ADWAY						
NEW HOUSING - NEW TRIPS GENERATED PER TRIP (	ING - NEW	TRIPS GE	NERATED		GENERATION	Z								
ASSUME 67	% OF TRIF	S ENTER	NG ARE FI	ASSUME 67% OF TRIPS ENTERING ARE FROM EGLIN		EAST	WEST							
POQUITO BAYOL	AYOU				3/acre	553	506			553	506		553	506
					4/acre	594	543							
					6/acre	664	607							
ASSUMPTIONS ABOUT THIS ALTERNATIVE	<b>JNS ABOU</b>	IT THIS AL	TERNATIV	Ī										
A REDUCTI	<b>ON OF 2,0</b>	49 UNITS C	ON EGLIN	MAIN BASE	- ASSUME	NO EFFEC	T TO EXIS	A REDUCTION OF 2,049 UNITS ON EGLIN MAIN BASE - ASSUME NO EFFECT TO EXISTING TRAFFIC	ပ					
315 UNITS (16%) OCCUPIED BY HURLBERT MILITARY	16%) OCC	UPIED BY	HURLBER	T MILITARY	COMMUTERS	RS								
1649 UNITS	(84%) OC	CUPIED BY	Y EGLIN MI	1649 UNITS (84%) OCCUPIED BY EGLIN MILITARY COMMUTERS	MMUTERS									
ASSUME AL	LMILITAE	RY PERSON	NNEL WOF	3K MORE R	EGIMENTE	D SCHEDU	<b>LES THAN</b>	ASSUME ALL MILITARY PERSONNEL WORK MORE REGIMENTED SCHEDULES THAN CIVILIANS.						
ASSUME OF	NE MILITA	RY COMMI	<b>UTER PER</b>	ASSUME ONE MILITARY COMMUTER PER UNIT AND	ONE VEHICLE PER MILITARY COMMUTER	LE PER MI	LITARY CC	OMMUTER						
ASSUME 25	1% OF MILI	ITARY CON	WMUTERS	ASSUME 25% OF MILITARY COMMUTERS NOT ACCO	UNTED IN TRIP GENERATION BASELINE.	TRIP GENE	RATION B.	ASELINE.		138	126		138	126
								SUB TOTAL	ADD	2,843	2,599		3,057	2,795
							-			BUILI	BUILD 2014		BUILD 2019	2019
						1								

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### __OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC

Date: 11/08/04

Analysis Period: 2014 - Build

Highway: Flordia SR 189

From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 3 UNITS/AC

FRE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2843	vph	2658	vph
Peak-hour factor, PHF	0.89	- ·	0.97	
Peak 15-minute volume, v15	799		685	
Trucks and buses	4	8	4	9
Recreational vehicles	0	8	0	g _e
Terrain type	Level		Level	
Grade	0.00	%	0.00	ષ્ટ
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1629	pcphpl	1397	pcphpl

_RESULTS_____

Direction	1		2	
Flow rate, vp	1629	pcphpl	1397	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.1	mph	54.0	mph
evel of service, LOS	D		C	
Density, D	30.7	pc/mi/ln	25.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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### OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/08/04
Analysis Period: 2014 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019
Jurisdiction: Flordia
Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 4 UNITS/AC

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2894	vph	2709	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	813		698	
Trucks and buses	4	ક્ષ	4	ફ
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	용	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1658	pcphpl	1424	pcphpl

___RESULTS_____

				THE AN AREA POR MANAGEMENT AND
Direction	1		2	
Flow rate, vp	1658	pcphpl	1424	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.0	mph	54.0	mph
evel of service, LOS	D		D	
Density, D	31.3	pc/mi/lr	26.4	pc/mi/ln

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### ____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

SAIC

Agency/Co: Date:

11/08/04

Analysis Period: 2014 - Build

Highway: Flordia SR 189

From/To:

2014 to 2019

From/To: 2014 to Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 6 UNITS/AC

FREE-FLOW SPEED______

Direction	1		2	
Lane width	12.0	ft	12.0	Et
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2981	vph	2796	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	837		721	
Trucks and buses	4	8	4	95
Recreational vehicles	0	<del>જ</del>	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1708	pcphpl	1470	pcphpl
	RESULTS			

Direction	1		2	EXHIBIT (
Flow rate, vp	1708	pcphpl	1470	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.7	mph	53.8	mph
Sevel of service, LOS	D		D	
Density. D	32.4	pc/mi/ln	27.3	pc/mi/ln

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### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Analy Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 3 UNITS/AC

FREE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	£t	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3057	vph	2855	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	859		736	
Trucks and buses	4	ક	4	8
Recreational vehicles	0	%	0	8
Terrain type	Level		Level	
Grade	0.00	%	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1751	pcphpl	1501	pcphpl

_____RESULTS_____

Direction	1		2	EXHIBIT
Flow rate, vp	1751	pcphpl	1501	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.4	mph	53.7	mph
evel of service, LOS	D	and the state of t	D	
Density, D	33.4	pc/mi/ln	28.0	pc/mi/ln

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### OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co: SAIC Date: 11/08

11/08/04

Analysis Period: 2019 - Build

Highway: Flordia SR 189
From/To: 2014 to 2019
Jurisdiction: Flordia
Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 4 UNITS/AC

FREE-FLOW SPEED______

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3108	vph	2906	vph
Peak-hour factor, PHF	0.89	~	0.97	_
Peak 15-minute volume, v15	873		749	
Trucks and buses	4	ક	4	%
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	Ş	0.00	96
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1780	pcphpl	1527	pcphpl

RESULTS_____

Direction	1		2	
Flow rate, vp	1780	pcphpl	1527	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.3	mph	53.6	mph
evel of service, LOS	D	gr cor open games are an appropriate to the correction of the corr	D	 
Density, D	34.1	pc/mi/ln	28.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Agree to the contract of the c

cience Applications International Corporation

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__OPERATIONAL ANALYSIS_____

Fax: 314 344 4349

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/08/04
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 3 - PB split model for SR 189 6 UNITS/AC

FREE	-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	_VOLUME			
	vonomb			
Direction	1		2	
Volume, V	3196	vph	2993	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	898		771	
Trucks and buses	4	8	4	8
Recreational vehicles	0	96	0	용
Terrain type	Level		Level	
Grade	0.00	8	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1831	pcphpl	1573	pcphpl

_____RESULTS_____

Direction	1		2	
Flow rate, vp	1831	pcphpl	1573	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	52.0	mph	53.4	mph
evel of service, LOS	E		D	
Density, D	35.2	pc/mi/ln	29.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

THE REAL PROPERTY.

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10.22   52.24   1947   1017   930   22000   2.11%   2502   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1307   1195   1020   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207   1207	INFORMATION COLLECT BY FL DOT AT MILEPOST 3.714	ECT BY FL	DOT AT MII	EPOST 3.7	14									
DHV. DESIGN PER STONM         HS DHV	2002		****	2002			2002	% GROWTH	2014	NO BUI	LD 2014	2019	NO BUI	LD 2019
Data	AADT	*K30	, D30	DHV≔	HS DHV	LS DHV	AADT	PER YEAR	)HO	EAST DHV	VEST DHV	ΔΗΩ	AHG SH	AHQ ST
A*B         D*C         DE         ((G-A)A)/5 (CA)         D*(1+H)^12         D*(1+H)^17 (DA)         D*(1+H)^17 (DA) <td></td> <td>8</td> <td>ပ</td> <td>۵</td> <td>Ξ</td> <td>u.</td> <td>ŋ</td> <td>#</td> <td></td> <td>r</td> <td>¥</td> <td><b></b></td> <td>×</td> <td>z</td>		8	ပ	۵	Ξ	u.	ŋ	#		r	¥	<b></b>	×	z
1947   1017   930   22000   2.11%   2502   1307   1195   2690   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405   1405				A*B	D*C	마		((G-A)/A)/5	D*(1+H)^12			D*(1+H)^17		
DHV (DESIGN HOURLY VOLUME) FROM AADT  ONS OF TRAFFIC  OM EGLIN  3/acre	19900		52.24	1947	1017	930	22000	2.11%	2502	1307	1195	2690	1405	1285
DHV (DESIGN HOURLY VOLUME) FROM AADT  DNS OF TRAFFIC  NOM EGLIN  3/acre 196 179  3/acre 90 82  3/acre 90 82  3/acre 196 179  3/acre 196 179  3/acre 190 82  3/acre 106 179  3/acre 107  4/acre 107  4/	TIS ANNUAL AVE	ERAGE DAI	LY TRAFFIO	O										
THANS.  TILIANS.  TILIANS.  TILIANS.  TILIANS.  TOTAL ADD  TI.614  HOUR  TILIANS  TOTAL  T	S THE FACTOR	USED TO C	BTAIN THE	DHV (DESI	IGN HOURI	Y VOLUME	E) FROM A	ADT						
179   246   225   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246	S THE "SPLIT" B	ETWEEN T	HE DIRECT	IONS OF TH	PAFFIC									
179   246   225   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246   246	HOUSING - NEV	W TRIPS GE	NERATED											
179   EFFECT TO EXISTING TRAFFIC   62   56   62   62   62   62   62   62	JME 67% OF EN	<b>TERING TR</b>	IPS ARE FF	NOM EGLIN										
179	JITO BAYOU			3/acre		225				246	225		246	225
179														
EFFECT TO EXISTING TRAFFIC  CHEDULES THAN CIVILIANS.  CHEDULES THAN CI				4/acre	196	179								
EFFECT TO EXISTING TRAFFIC  62  62  62  62  62  62  62  62  62  6														
EFFECT TO EXISTING TRAFFIC         62         56         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         73         73 <th< td=""><td></td><td></td><td></td><td>6/acre</td><td>06</td><td>82</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>				6/acre	06	82								
EFFECT TO EXISTING TRAFFIC         62         56         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62         62 <th< td=""><td>MPTIONS ABOU</td><td>UT THIS AL</td><td>TERNATIVI</td><td>111</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	MPTIONS ABOU	UT THIS AL	TERNATIVI	111										
CHEDULES THAN CIVILIANS.  GENERATION BASELINE.  SUB TOTAL ADD  DESIGN PEAK HOUR  1,518  1,518	<b>JUCTION OF 2,0</b>	049 UNITS (	ON EGLIN I	<b>AAIN BASE</b>	- ASSUME	NO EFFEC	T TO EXIST	TING TRAFFIC						
ADD 1,614 1,476 1,713 1,713 8UILD 2014 BUILD 2014 1,476 4/acre 1,552 1,419 1,502 1,598 1,518 1,518	NITS (16%) OCC	CUPIED BY	HURLBER	F MILITARY	COMMUTE	ERS				62	92		29	56
ADD 1,614 1,476 1,713 1 1 BUILD 2014 BUILD 2014 1,476 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,713 1 1 1,602 1 1,518 1 1,518 1 1,518	UNI 15 (84%) OC	COPPED B		LI AHY CO										
AL ADD 1,614 1,476 1,713 1 1 BUILD 2014 BUILD 201 1,614 1,476 1,713 1 1 4,420 1,298 1,518 1 1,518	<b>ME ALL MILITA</b>	<b>NAY PERSO</b>	NNEL WOR	IK MORE RI	EGIMENTE	D SCHEDU	LES THAN	CIVILIANS						
AL ADD 1,614 1,476 1,713 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ME ONE MILITA	ARY COMM	<b>UTER PER</b>	UNIT AND	ONE VEHIC	LE PER MI	LITARY CO	MMUTER						
L ADD 1,614 1,476 BUILD 2014 BUILD 2014 BUILD 2014 BUILD 2014 1,476 1,513 1,602 1,598 1,518 1,518	IME 25% OF MIL	LITARY COI	MMUTERS	NOT ACCOL	UNI CELINI	THIP GENE	RATION BA	ASELINE.						
3/acre 1,614 1,476 1,713 1,602 1,520 6/acre 1,420 1,298 1,518									ADD	1,614	1,476		1,713	1,566
3/acre     1,614     1,476     1,713       4/acre     1,552     1,419     1,602       6/acre     1,420     1,298     1,518						1				BUIL	) 2014		IIIne	5 2019
4/acre 1,552 1,419 1,602 6/acre 1,420 1,298 1,518							DESIGN PI	EAK HOUR	3/acre	1,614	1,476		1,713	1,566
6/acre 1,420 1,298 1,518							DESIGN PR	EAK HOUR	4/acre	1,552	1,419		1,602	1,785
							DESIGN PE	EAK HOUR	6/acre	1,420	1,298		1,518	1,388

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St. John, MO 63114 Phone: 314-770-3022

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## OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Alt 3 S 3, all PB SPLIT, 3 UNITS ACRE

__RESULTS_____

FREE-FLOW SPEED					
Direction	1		2		
Lane width	12.0	ft	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	4		4		
Median type	Divided		Divided		
Free-flow speed:	Base B		Base	Base	
FFS or BFFS	60.0	mph	60.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.0	mph	1.0	mph	
Free-flow speed	59.0	mph	59.0	mph	
	VOLUME				
Direction	1		2		
Volume, V	1614	vph	1476	vph	
Peak-hour factor, PHF	0.81		0.92		
Peak 15-minute volume, v15	498		401		
Trucks and buses	4	8	4	8	
Recreational vehicles	0	ફ	0	8	
Terrain type	Level		Level		
Grade	0.00	ક્ષ	0.00	ક	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	1.00		1.00		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.980		0.980		
Flow rate, vp	1016	pcphpl	818	pcphpl	

				医电压 本具 尽病 各头病
Direction	1		2	
Flow rate, vp	1016	pcphpl	818	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	17.2	pc/mi/ln	13.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

:

Michael J Smith

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#### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Highway: SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 3, all PB SPLIT, 4 UNITS ACRE

_____RESULTS_____

FREE-FLOW SPEED_____

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, F	LC 0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
7.	4		0	
Direction	1	u la	2	ren h
Volume, V	1552	vph	1419 0.92	vph
Peak-hour factor, PHF	0.81		386	
Peak 15-minute volume, v15	479	96	300 4	8
Trucks and buses	4 0	₹ <b>%</b>	4 0	\$ %
Recreational vehicles	Level	*5	Level	ъ
Terrain type	0.00	9 ₀	0.00	96
Grade				mi
Segment length	0.00	mi	0.00 2	1117
Number of lanes	2 D 1 00			
Driver population adjustment, f			1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	la "l
Flow rate, vp	977	pcphpl	786	pcphpl

Direction	The state of the s		2	
Flow rate, vp	977	pcphpl	786	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	B		B	
Density, D	16.6	pc/mi/lr	13.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

\$ 500 m

Michael J Smith

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#### ____OPERATIONAL ANALYSIS______

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2014 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID:

Military Housing EIS Alt 3 S 3, all PB SPLIT, 6 UNITS ACRE

	FREE	-FLOW SPEE	D		
Dire	ection	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	£t
Left edge		6.0	ft	6.0	ft
Total lateral clea	arance	12.0	ft	12.0	ft
Access points per mile		4		4	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment,	FLW	0.0	mph	0.0	mph
Lateral clearance adjus	stment, FLC	0.0	mph	0.0	mph
Median type adjustment,	FM	0.0	mph	0.0	mph
Access points adjustmen	nt, FA	1.0	mph	1.0	mph
Free-flow speed		59.0	mph	59.0	mph
	***************************************	VOLUME			
Dire	ection	1		2	
Volume, V		1420	vph	1298	vph
Peak-hour factor, PHF		0.81		0.92	
Peak 15-minute volume,	v15	438		353	
Trucks and buses		4	8	4	8
Recreational vehicles		0	ક્ષ	0	96
Terrain type		Level		Level	
Građe		0.00	8	0.00	ક
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjus	stment, fP	1.00		1.00	
Trucks and buses PCE, I		1.5		1.5	
Recreational vehicles I	PCE, ER	1.2		1.2	
Heavy vehicle adjustmen	nt, fHV	0.980		0.980	
Flow rate, vp		894	pcphpl	719	pcphpl

____RESULTS_____

				ALCHELLES E
Direction	1		2	
Flow rate, vp	894	pcphpl	719	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	15.2	pc/mi/ln	12.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

.

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#### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 3, all PB SPLIT, 3 UNITS ACRE

FREE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1713	vph	1566	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	529		426	
Trucks and buses	4	ક	4	8
Recreational vehicles	0	8	0	8
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1078	pcphpl	868	pcphpl

_____RESULTS_____

Direction	1		2	EXHIBIT C
Flow rate, vp	1078	pcphpl	868	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	C		В	
Density, D	18.3	pc/mi/ln	14.7	pc/mi/ln

:

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#### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build

Highway:

SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia

Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 3, all PB SPLIT, 4 UNITS ACRE

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1602	vph	1785	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	494		485	
Trucks and buses	4	ર્જ	4	8
Recreational vehicles	0	િક	0	ક
Terrain type	Level		Level	
Grade	0.00	ક	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1008	pcphpl	989	pcphpl
	RESULTS_			

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1008	pcphpl	989	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
evel of service, LOS	В		В	
Density, D	17.1	pc/mi/ln	16.8	pc/mi/ln

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#### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/08/04

Analysis Period: 2019 - Build Highway: SR 85

From/To:

Jurisdiction: Okaloosa County, Flordia Analysis Year: 2004

Project ID: Military Housing EIS Alt 3 S 3, all PB SPLIT, 6UNITS ACRE

FRE	E-FLOW SPEE	D		
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	59.0	mph	59.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1518	vph	1388	vph
Peak-hour factor, PHF	0.81		0.92	
Peak 15-minute volume, v15	469		377	
Trucks and buses	4	%	4	8
Recreational vehicles	0	ક	0	8
Terrain type	Level		Level	
Grade	0.00	⁸	0.00	Se
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	955	pcphpl	769	pcphpl
	RESULTS			

Direction	1		2	EXHIBIT C
Flow rate, vp	955	pcphpl	769	pcphpl
Free-flow speed, FFS	59.0	mph	59.0	mph
Avg. passenger-car travel speed, S	59.0	mph	59.0	mph
level of service, LOS	В		<u>B</u>	
Density, D	16.2	pc/mi/lr	13.0	pc/mi/ln

# **ALTERNATIVES FIVE AND SIX**

# EGLIN MAIN BASE AREA AND CAMP PINCHOT AREA

# TRAFFIC ANALYSES OF ALTERNATIVES FIVE AND SIX

Camp Pinchot and Eglin Main Base

Assumed Eglin Main Base - which is a reduction will not not have an affect

Camp Pinchot affects SR 189 north of intersection with SR 85 EXISTING TRAFFIC ON SECTION OF 189 BETWEEN MOODY DRIVE AND 52 INFORMATION COLLECTED BY FL DOT AT MILEPOST 3.714

NO BILL D 2010	WEST DHV	Z		2163												955	189			· · · · · · · · · · · · · · · · · · ·								***************************************			0		524	BUIL D 2019	,
III IO ON	EAST DHV			2366												367	206						•								0		574		
2019	S AA		D*(1+H)^17	4529																						-									
NO BIIII D 2014	WEST DHV	¥		1967												336														V-V-TV9AHIVAAAAHAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	0		524	BUILD 2014	
NO BIT	EAST DHV	7		2151												367	206					***************************************									0		574	BUIL	
2014	DHV	-	D*(1+H)^12	4118																													ADD		
% GROWTH	PER YEAR	Ξ	((G-A)/7	1.92%				HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY	·····																	IG TRAFFIC			IANS.	ᄪ	Ä	PS BY 67%	SUB TOTAL		
2010	AADT	g		38000		FROM AADT		USH ASSUME	SIDE DIRECTION OF ROADWAY							336 worst case										A NET REDUCTION OF 700 UNITS ON EGLIN MAIN BASE - ASSUME NO AFFECT TO EXISTING TRAFFIC	MMUTERS	RS	ASSUME ALL MILITARY PERSONNEL WORK MORE REGIMENTED SCHEDULES THAN CIVILIANS	ASSUME ONE MILITARY COMMUTER PER UNIT AND ONE VEHICLE PER MILITARY COMMUTER	IN TRIP GENERATION BASELINE.	ASE - REDUCE ENTERING TRIPS BY 67%			
	LS DHV	ш	<u>п</u> -	1566		VOLUME) I	•	FOR PM R	NECTION		180	101	000	2007	131	336	189	0	0	1	0	0	ć	<b>&gt;</b> C	>	NO AFFEC	JITARY CO	COMMUTE	SCHEDULE	PER MILIT	P GENERA	REDUCE E			No.
<u>*</u>	HS DHV	ш	D*C	1712		HOURLY	FFIC	DADWAY -	ER SIDE D		196	111	C		143	367			0			0		<b>&gt;</b> C		- ASSUME	LBERT MIL	MILITARY	IMENTED S	E VEHICLE	TED IN TRI	E BASE -			
2003	DHV=	a	A*B	3278		DHV (DESIGN	ONS OF TRAI	CTION OF RO	MOT NI DNIC	ER TRIP GEN	376	212	000	100	274	703	395	0	0		0	0	c	<b>&gt;</b> C	•	MAIN BASE	YED BY HUR	D BY EGLIN	MORE REGI	NIT AND ON	OT ACCOUNT	LL NOT LEAV			
2002   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   2003   20	,D30	U		52.24	AADT IS ANNUAL AVERAGE DAILY TRAFFIC	K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT	D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC	HGHER DIRE	CENTER DIRECTION, LS DHV IS TRAFFIC GOING IN LOWER	NEW HOUSING - NEW TRIPS GENERATED PER TRIP GENER	entering	exiting	orizotae	Di Highing	exiting	entering	exiting	entering	exiting	)	entering	exiting		entering	ASSUMPTIONS ABOUT THIS ALTERNATIVE	S ON EGLIN	315 UNITS (45%) AT CAMP PINCHOT OCCUPIED BY HURLBERT MILITARY COMMUTERS	ALL REMAINING UNITS (55%) ARE OCCUPIED BY EGLIN MILITARY COMMUTERS	NNEL WORK	UTER PER U	ASSUME 25% OF MILITARY COMMUTERS NOT ACCOUNTED	ASSUME EGLIN MILITARY COMMUTERS WILL NOT LEAVE B			
	*K30	æ		10.22	ERAGE DA	USED TO (	ETWEEN 1	BOING IN F	LS DHV IS	V TRIPS GE	3/acre		0,000/1	1,00		6/acre		3/acre			4/acre		,,,,	o/acre	IT THIS AL	F 700 UNI	CAMP PINC	TS (55%) A	RY PERSO	NRY COMM	ITARY CO	TARY COM			
2002 2002	AADT			33500	VINUAL AVI	FACTOR	E "SPLIT" B	TRAFFIC (	IRECTION,	SING - NEV	hot														ONS ABOU	SUCTION C	(45%) AT	INING UNI	ILL MILITA	NE MILITA	5% OF MIL	GLIN MILI			
ていたした		FORMULA			AADT IS AI	K30 IS THE	D30 IS THE	HS DHV IS	CENTER D	NEW HOUS	Camp Pinchot							Main Base							ASSUMPT	A NET REL	315 UNITS	ALL REMA	ASSUME A	ASSUME C	ASSUME 2	ASSUME E			

2,618

2,462

2,649

3/acre 4/acre

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3,083 2,864

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#### ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 1/19/05
Analysis Period: 2014 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 3 UNITS PER ACRE

FREE	-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME		Ministration of the section of the s	
Direction	1		2	
Volume, V	2535	vph	2318	vph
Peak-hour factor, PHF	0.89	~	0.97	
Peak 15-minute volume, v15	712		597	
Trucks and buses	4	8	4	8
Recreational vehicles	0	%	0	ક
Terrain type	Level		Level	
Grade	0.00	%	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1452	pcphpl	1218	pcphpl

_____RESULTS_____

Direction	1		2	
Flow rate, vp	1452	pcphpl	1218	pcphp1
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.9	mph	54.0	mph
evel of service, LOS	D		С	
Density, D	27.0	pc/mi/ln	22.6	pc/mi/ln

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#### ____OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co:

Michael J. Smith

Date:

01/24/05

Analysis Period: 2019 - Build Highway:

Flordia SR 189

From/To:

2014 to 2019

Jurisdiction: Flordia

SAIC

Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 3 UNITS PER ACRE

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2.	recommendation and recommendation of the state of the sta
Volume, V	2750	vph	2514	vph
Peak-hour factor, PHF	0.89	ν Þπ	0.97	Λ D11
Peak 15-minute volume, v15	772		648	
Trucks and buses	4	%	4	95
Recreational vehicles	0	o _l o	0	Q.
Terrain type	Level	· ·	Level	U
Grade	0.00	ક	0.00	8
0.1440	0.00	mi	0.00	mi
Seament length		J. S. S	2	1 E ( .d.,
Segment length Number of lanes	2		K-s	
Number of lanes	2 1.00		1.00	
Number of lanes Driver population adjustment, fP	1.00		1.00 1.5	
Number of lanes Driver population adjustment, fP Trucks and buses PCE, ET	1.00 1.5		1.5	
Number of lanes Driver population adjustment, fP	1.00			

____RESULTS_____

Direction	1		2	
Flow rate, vp	1575	pcphpl	1321	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.4	mph	54.0	mph
evel of service, LOS	D		_C	
Density, D	29.5	pc/mi/ln	24.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

The second of the second party of the second

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#### ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 11/08/04
Analysis Period: 2014 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 4 UNITS PER ACRE

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME	***************************************	and a summer and a summer paper of the summer and t	
Direction	1		2.	
Volume, V	2649	vph	2475	vph
Peak-hour factor, PHF	0.89	- 12	0.97	- 15
Peak 15-minute volume, v15	744		638	
Trucks and buses	4	8	4	%
Recreational vehicles	0	8	0	8
Terrain type	Level		Level	
Grade	0.00	윰	0.00	ફ
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1517	pcphpl	1301	pcphpl

____RESULTS___

				EXHIBIT C
Direction	1		2	
Flow rate, vp	1517	pcphpl	1301	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.6	mph	54.0	mph
evel of service, LOS	D		C	
Density, D	28.3	pc/mi/ln	24.1	pc/mi/ln

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#### ____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 01/24/05
Analysis Period: 2019 - Build
Highway: Flordia SR 189
From/To: 2014 to 2019

Jurisdiction: Flordia Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 4 UNITS PER ACRE

FRE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	2864	vph	2618	vph
Peak-hour factor, PHF	0.89	. P	0.97	- T- ~ .
Peak 15-minute volume, v15	804		675	
Trucks and buses	4	%	4	do
Recreational vehicles	o O	96	0	8
Terrain type	Level		Level	
Grade	0.00	%	0.00	S
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1641	pcphpl	1376	pcphpl

Direction	1		2	
Flow rate, vp	1641	pcphpl	1376	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.0	mph	54.0	mph
level of service, LOS	D		С	
Density, D	30.9	pc/mi/ln	25.5	pc/mi/ln

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#### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

1/19/05

Analysis Period: 2014 - Build

Highway:

Flordia SR 189 2014 to 2019

From/To: Jurisdiction: Flordia

Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 6 UNITS PER ACRE

FRE	E-FLOW SPEE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME		ndran marka dalda milami balank bilandi sakilik dalda kalan malan	
Direction	1		2	
Volume, V	2868	vph	2622	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	806		676	
Trucks and buses	4	ક	4	ર્જ
Recreational vehicles	0	િક	0	oly Oly
Terrain type	Level		Level	
Grade	0.00	용	0.00	F
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
leavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1643	pcphpl	1378	pcphpl

RESULTS

Direction	1		2	EXHIBIT C
Flow rate, vp	1643	pcphpl	1378	pcphpl
Free-flow speed, FFS	54.0	mph	54.0	mph
Avg. passenger-car travel speed, S	53.0	mph	54.0	mph
Level of service, LOS	D		С	
Density D	31 /	nc/mi/ln	25 5	ng/mi/lm

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#### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

1/19/05

Analysis Period: 2014 - Build

Highway: Flordia SR 189

From/To: Jurisdiction: Flordia

2014 to 2019

Analysis Year: 2004

Project ID: Eglin EIS Alt 5 and 6 - 6 UNITS PER ACRE

	4		_	
Direction Lane width	1 12.0	ft	2 12.0	ft
Lateral clearance:	12.0	L L	12.0	L L-
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	4	1.0	4	1. t.
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	54.0	mph	54.0	mph
	VOLUME			
Direction	1		2	
Volume, V	3083	vph	2819	vph
Peak-hour factor, PHF	0.89		0.97	
Peak 15-minute volume, v15	866		727	
Trucks and buses	4	ob Ob	4	do
Recreational vehicles	0	%	0	રુ
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Oriver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
eavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1766	pcphpl	1482	pcphpl

RESULTS____

	Direction	1		2	EXHIBIT C
	Flow rate, vp	1766	pcphpl	1482	pcphpl
	Free-flow speed, FFS	54.0	mph	54.0	mph
	Avg. passenger-car travel speed, S	52.3	mph	53.8	mph
٠	Level of service, LOS	D	an anggan pangang agamananggi an amana ana sina an bibaijan pyananan	D	
٠.'	Density, D	33.7	pc/mi/ln	27.6	pc/mi/ln

# HURLBERT FIELD SOUNDSIDE MANOR

ASSUME 315 NEW TRIPS AT PEAK HOUR. HURLBERT MAIN GATE TRAFFIC WILL AFFECT SR 30 TRAFFIC COUNT FROM POINT 500 FEET WEST OF HURLBERT MAIN GATE ENTRANCE	EW TRI	PS AT P E TRAFI 500 FEET V	EAK HC FIC WILI VEST OF H	IOUR. LL AFFEC HURLBERT N	T SR 30 IAIN GATE	 ENTRANC	m -						
INFORMATION COLLECTED BY FL DOT AT MILEPOST 5.757	ECTED BY	FL DOT AT	MILEPOST	r 5.757									
2002						2010	% GROWTH	2014	NO BU	L	T	NO BUILD 2019	.D 2019
AADI	S. a	2 2 2 3 3 3	=NHO	HS DHV	LS DHV	AADT	PER YEAR	AHO -	WEST DHV	EAST DHV	>H0	EAST DHVWEST DHV	WEST DHV
		)	A'B	D*C	3-Q	5	((G-A)/A)/7	D*(1+H)^12	>		D*(1+H)^17	Ā	2
44000	9,67	59.09	4255	2514	1741	51000	1.99%	5389	3184	2205	5946	3514	2433
AADT IS ANNUAL AVERAGE DAILY TRAFFIC K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUM CENTER DIRECTION,	ERAGE DA USED TO ( ETWEEN 1 30ING IN F	ILY TRAFFI OBTAIN THI THE DIREC HIGHER DIF	IC E DHV (DE! TIONS OF 1 PECTION O	SIGN HOUR FRAFFIC F ROADWA	LY VOLUM	E) FROM A	ESIGN HOURLY VOLUME) FROM AADT : TRAFFIC OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY	= C TY					
NEW HOUSING - NEW TRIPS GENERATED east	V TRIPS GE	ENERATED	east	west					***************************************				
		305											
		193	114	79					79	114		79	114
		n -							45	64		45	64
											1		
ASSUMPTIONS ABOUT THIS ALTERNATIVE	JT THIS AL	TERNATIV	ш										
Assume 315 new trips at peak hour Accumed 5% touriste for this costal road in a secon	s at peak n for this co	iour Istal road ir	o vocart	0									
Assumed 2% truck traffic	offic	19161 + Oad	a 100011 a	0 0 0									
											3 <b>. 1</b>		
						•							
							SUB TOTAL	ADD	124	178		124	178
DEMOLISHED HOUSING - OLD TRIPS LOST	NG-OLD	TRIPS LOS	<b>!</b>										
ASSUME NONE						•							
							SUB TOTAL	SUBTRACT	0	0		0	0
						20,000	anon Avad Norsa		BUILI	BUILD 2014		BUILD 2019	2019
						DESIGN L	2000		3,300	2,303		2,037	7,011

TRAFFIC ANALYSES OF HURLBERT GATES

**ALL Alternatives** 

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OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC Date: 1/20/05

Analysis Period: 2019 - NO Build

Highway: SR 30

From/To: near Hurlbert Field Main Gate Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID: Eglin / Hurlbert Housing EIS

	FREE-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FI	C 0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph
	VOLUME		***************************************	
Direction	1		2	
Volume, V	3184	vph	2205	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	884		613	
Trucks and buses	2	ક	2	8
Recreational vehicles	0	ક	0	%
Terrain type	Level		Level	
Grade	0.00	ક	0.00	<del>ે</del>
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fI	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
n a la l	1.2		1.2	
Recreational vehicles PCE, ER				
Recreational vehicles FCE, ER Heavy vehicle adjustment, fHV	0.990		0.990	

____RESULTS__

Direction	1		2	
Flow rate, vp	1880	pcphpl	1302	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	46.1	mph	48.8	mph
evel of service, LOS	E		D	
Density, D	40.8	pc/mi/lr	ı 26.7	pc/mi/ln

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#### ____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/8/2004

Analysis Period: 2019 - NO Build

Highway:

SR 30

From/To:

near Hurlbert Field Main Gate

Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID:

Eglin / Hurlbert Housing EIS

FREE	-FLOW SPE	ED	· · · · · · · · · · · · · · · · · · ·	***************************************
Direction	1		2	
Lane width	12.0	£t	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	£t	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA		mph		mph
Free-flow speed		mph		mph
	_VOLUME	Andre birthere have been been been been been been been be		
Direction	1		2	
Volume, V	3514	vph	2433	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	976		676	
Trucks and buses	2	8	2	8
Recreational vehicles	0	8	0	8
Terrain type	Level		Level	
Grade	0.00	용	0.00	ક
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	2075	pcphpl	1437	pcphpl
	_RESULTS_			

Direction	1		2	EXHIBIT C
Flow rate, vp	2075	pcphpl	1437	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed,	S	mph	48.7	mph
evel of service, LOS	F		D	
Density, D		pc/mi/li	n 29.5	pc/mi/ln

#### HCS2000: Multilane Highways Release 4.1d

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____OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co: SAIC
Date: 4/5/2004
Analysis Period: 2014 - Build

Highway: SR 30

From/To: near Hurlbert Field Main Gate Jurisdiction: F1 DOT and Okaloosa County

Analysis Year: 2004

Project ID: Eglin / Hurlbert Housing EIS

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph		mph
	VOLUME			
	vobons			
Direction	1		2	
Volume, V	3308	vph	2383	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	919		662	
Trucks and buses	2	ક	2	<b>ે</b>
Recreational vehicles	0	96	0	96
Terrain type	Level		Level	
Grade	0.00	&	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	1953	pcphpl	1407	pcphpl

Direction	1		2	
Flow rate, vp	1953	pcphpl	1407	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	45.6	mph	48.7	mph
evel of service, LOS	E		D	
Density, D	42.8	pc/mi/ln	28.9	pc/mi/ln

HCS2000: Multilane Highways Release 4.1d

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____OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

4/5/2004

Analysis Period: 2019 - Build

Highway:

SR 30

From/To:

near Hurlbert Field Main Gate

Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID:

Eglin / Hurlbert Housing EIS

Direction	1		2	
Lane width	12.0	ft	12.0	£t
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph
	VOLUME			
Direction	1		2	
Volume, V	3637	vph	2611	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	1010		725	
Trucks and buses	2	ક	2	ક
Recreational vehicles	0	%	0	8
Terrain type	Level		Level	
Grade	0.00	8	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	2148	pcphpl	1542	pcphpl
	RESULTS			

Direction	1		2	EXHIBIT C
Flow rate, vp	2148	pcphpl	1542	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S		mph	48.2	mph
evel of service, LOS	F		D	
Density. D		pc/mi/ln	32.0	pc/mi/ln

158

144

0 0 BUILD 2019 4,337 3,991

	2019	AHO	7	D*(1+H)^1	8026									,,							-		
	.D 2014	EAST DHV	X		2800				101	57	***************************************	***************************************					3	158				0	2,958
	NO BUILD 2014	WEST DHV	ſ		3063				66	52		***************************************						144				0	3,207 2014
	2014	ΛНО	-	D*(1+H)^12	5863	<u>γ</u>					 				 	 <b>!</b> -		ADD				SUBTRACT	
TRAFFIC ANALYSES OF HURLBERT GATES  ALL Alternatives  ASSUME 315 NEW TRIPS AT PEAK HOUR. HURLBERT EAST GATE TRAFFIC WILL AFFECT MARTIN L. KING BLVD. TRAFFIC COUNT ON MARTIN L. KING BLVD 500 FEET SOUTHWEST OF HURLBERT FIELD ROAD INFORMATION COLLECTED BY HI DOT AT MILEPOST 2.743	% GROWTH	PER YEAR	-	1	6.48%	DAILY TRAFFIC TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT EN THE DIRECTIONS OF TRAFFIC IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUME OUT OF CITY											ı	SUB IOIAL A				SUB TOTAL	DESIGN PEAK HOUR
IN L. KI RERT FIE	2010	AADT	G		41000	E) FROM A											_						DESIGN P
<b>T MART</b> ST OF HUF		LS DHV	Ŀ	O H	1318	-Y VOLUMI Y - FOR PN																	******
ATES UR. AFFEC SOUTHWE		HS DHV	Ε	D*C	1442	GN HOURI RAFFIC ROADWA'		west	CO.	22.5													
AK HOUC C WILL 500 FEET 8		DHV=	Q	A*B	2759	DHV (DESI ONS OF TF CTION OF		east w	101	57													
S OF HURLBERT GATE:  TRIPS AT PEAK HOUR.  ATE TRAFFIC WILL AFI N.L. KING BLVD 500 FEET SOUT		*D30	၁		52.24	Y TRAFFIC 3TAIN THE I IE DIRECTI 3HER DIRE			302 193	109		FRNATIVE	i 5						F00 - 00%	1F3 LO3			
SES OF  W TRIP T GATE MARTIN L. K		*K30	8		10.22	RAGE DAIL SED TO OE TWEEN TH DING IN HK	TRIPS GEN					T IN SILL	at peak ho	-					i C	G - 5			
TRAFFIC ANALYSES OF HURLBERT GATES ALL Alternatives ASSUME 315 NEW TRIPS AT PEAK HOUR. HURLBERT EAST GATE TRAFFIC WILL AFFECT MARTIN L. KING BLN TRAFFIC COUNT ON MARTIN L. KING BLVD 500 FEET SOUTHWEST OF HURLBERT FIELD ROAD INFORMATION COLLECTED BY FLID DOT AT MILEPOST 2.743	2002	AADT	A		27000	AADT IS ANNUAL AVERAGE DAILY TRAFFIC K30 IS THE FACTOR USED TO OBTAIN THE DHV (DESIGN HOURLY VOLUME) FROM AADT D30 IS THE "SPLIT" BETWEEN THE DIRECTIONS OF TRAFFIC HS DHV IS TRAFFIC GOING IN HIGHER DIRECTION OF ROADWAY - FOR PM RUSH ASSUM CENTER DIRECTION,	NEW HOUSING - NEW TRIPS GENERATED					ASSUMPTIONS ABOUT THIS ALTERNATIVE	Assume 315 new trips at peak hour	•						DEMOLISHED HOUSING - OLD THIPS LOST	ONE		
TRAFFIN ALL AIK ASSUMI HURLBI TRAFFIC C		•		•		AADT IS ANNUAL AVI K30 IS THE FACTOR D30 IS THE "SPLIT" B HS DHV IS TRAFFIC ( CENTER DIRECTION	NEW HOUS					ASSIMPTI	Assume 31							DEMOCION	ASSUME NONE		

101

95 25

NO BUILD 2019
EAST DHVWEST DHV
M

3833

4193

-Michael J Smith

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#### OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/8/2004

Analysis Period: 2014 - NO Build

Highway: MLK BLVD

From/To:

near Hurlbert Field EAST Gate Jurisdiction: Fl DOT and Okaloosa County
Analysis Year: 2004
Project ID: Eglin / Hurlbert Housing EIS

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge		ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	5		5	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.3	mph	1.3	mph
Free-flow speed	48.8	mph	48.8	mph
	_VOLUME	anisi di 1994 hili 1994 shinin 1994 hili anisi na kata kanisa kanisa kanisa kanisa kanisa kanisa kanisa kanisa	andress departures represent a superior de servicio de	
Direction	1		2	
Volume, V	3063	vph	2800	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	851		778	
Trucks and buses	2	ક	2	%
Recreational vehicles	0	96	0	8
Terrain type	Level		Level	
Grade	0.00	g _g	0.00	96
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP			0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	1809	pcphpl	1653	pcphpl
	_RESULTS_			

Direction	1		2	EXHIBIT C
Flow rate, vp	1809	pcphpl	1653	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S	46.6	mph	47.6	mph
evel of service, LOS	E		D	
Density, D	38.8	pc/mi/ln	34.7	pc/mi/ln

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OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/8/2004

Analysis Period: 2019 - NO Build

Highway:

MLK BLVD

From/To:

near Hurlbert Field EAST Gate Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID:

Eglin / Hurlbert Housing EIS

	FREE	-FLOW SPEE	ED			
Direction		1		2		
Lane width		12.0	£t	12.0	Et	
Lateral clearance:						
Right edge			ft	6.0	£t	
Left edge		6.0	ft	6.0	£t	
Total lateral clearance		12.0	ft	12.0	ft	
Access points per mile		5		5		
Median type		Divided		Divided		
Free-flow speed:		Base		Base		
FFS or BFFS		50.0	mph	50.0	mph	
Lane width adjustment, FLW		0.0	mph	0.0	mph	
Lateral clearance adjustment,	FLC	0.0	mph		mph	
Median type adjustment, FM			mph		mph	
Access points adjustment, FA		1.3	mph		mph	
Free-flow speed		48.8	mph	48.8	mph	
		_VOLUME				
Direction		1		2		
Volume, V		4193	vph	3833	vph	
Peak-hour factor, PHF		0.90		0.90		
Peak 15-minute volume, v15		1165		1065		
Trucks and buses		2	B	2	B	
Recreational vehicles		0	ક	0	S	
Terrain type		Level		Level		
Grade		0.00	ક	0.00	ક્ષ	
Segment length		0.00	mi	0.00	mi	
Number of lanes		2		2		
	fP	0.95		0.95		
		1.5		1.5		
Trucks and buses PCE, ET						
Trucks and buses PCE, ET Recreational vehicles PCE, ER		1.2		1.2		
Recreational vehicles PCE, ER Aeavy vehicle adjustment, fHV		1.2 0.990		0.990		
Trucks and buses PCE, ET Recreational vehicles PCE, ER		1.2	pcphpl		pcphpl	

Direction	1		2	EXHIBIT C
Flow rate, vp	2476	pcphpl	2263	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S		mph		mph
evel of service, LOS	F		F	
Density, D		pc/mi/li	n	pc/mi/ln

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Phone: 314-770-3022

Fax:

E-mail: smmic@saic.com

#### OPERATIONAL ANALYSIS_____

Analyst: Michael J. Smith

Agency/Co:

SAIC

Date:

11/8/2004

Analysis Period: 2014 - Build

Highway: MLK BLVD

From/To: near Hurlbert Field EAST Gate Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID: Eglin / Hurlbert Housing EIS

Divontion	1		2		
Direction Lane width		£ t-		£ Ł	
	12.0	LC	12.0	1. L	
Lateral clearance:	6.0	£ to	<i>C</i> 0	e	
Right edge		ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	5		5 Divided		
Median type	Divided				
Free-flow speed:	Base	1	Base	1	
FFS or BFFS	50.0	mph	50.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC		mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.3	mph	1.3	mph	
Free-flow speed	48.8	mph	48.8	mph	
	VOLUME				
D'	1		2		
Direction	1 3207	w man la	2958	7 rm la	
Volume, V	0.90	vph	0.90	vph	
Peak-hour factor, PHF			822		
Peak 15-minute volume, v15 Trucks and buses	891 2	8	2	8	
	0	o O	0	96	
Recreational vehicles	u Level	75	Level	7	
Terrain type		ક		8	
Grade	0.00		0.00	-	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	0.95		0.95		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.990	3 3	0.990	T - T	
Flow rate, vp	1894	pcphpl	1747	pcphpl	
	RESULTS				

Direction	1		2	EXHIBIT C
Flow rate, vp	1894	pcphpl	1747	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
_Avg. passenger-car travel speed, S	46.0	mph	47.0	mph
evel of service, LOS	E		E	
Density, D	41.1	pc/mi/ln	37.1	pc/mi/ln

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OPERATIONAL ANALYSIS_____

Analyst:

Michael J. Smith

Agency/Co:

SAIC

Date:

11/8/2004

Analysis Period: 2019 - Build

Highway: MLK BLVD

From/To:

near Hurlbert Field EAST Gate

Jurisdiction: Fl DOT and Okaloosa County

Analysis Year: 2004

Project ID:

Eglin / Hurlbert Housing EIS

FREE-FLOW SPEED					
Direction	1		2		
Lane width	12.0	£t	12.0	ft	
Lateral clearance:					
Right edge	6.0	ft	6.0	ft	
Left edge	6.0	ft	6.0	ft	
Total lateral clearance	12.0	ft	12.0	ft	
Access points per mile	5		5		
Median type	Divided		Divided		
Free-flow speed:	Base		Base		
FFS or BFFS	50.0	mph	50.0	mph	
Lane width adjustment, FLW	0.0	mph	0.0	mph	
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph	
Median type adjustment, FM	0.0	mph	0.0	mph	
Access points adjustment, FA	1.3	mph	1.3	mph	
Free-flow speed	48.8	mph	48.8	mph	
	VOLUME				
Direction	1		2		
Volume, V	4337	vph	3991	vph	
Peak-hour factor, PHF	0.90		0.90		
Peak 15-minute volume, v15	1205		1109		
Trucks and buses	. 2	8	2	Se	
Recreational vehicles	0	용	0	8	
Terrain type	Level		Level		
Grade	0.00	용	0.00	8	
Segment length	0.00	mi	0.00	mi	
Number of lanes	2		2		
Driver population adjustment, fP	0.95		0.95		
Trucks and buses PCE, ET	1.5		1.5		
Recreational vehicles PCE, ER	1.2		1.2		
Heavy vehicle adjustment, fHV	0.990		0.990		
Flow rate, vp	2561	pcphpl	2357	pcphpl	

__RESULTS_

Direction	1		2	EXHIBIT C
Flow rate, vp	2561	pcphpl	2357	pcphpl
Free-flow speed, FFS	48.8	mph	48.8	mph
Avg. passenger-car travel speed, S		mph		mph
evel of service, LOS	F		F	
Density, D		pc/mi/li	n	pc/mi/ln